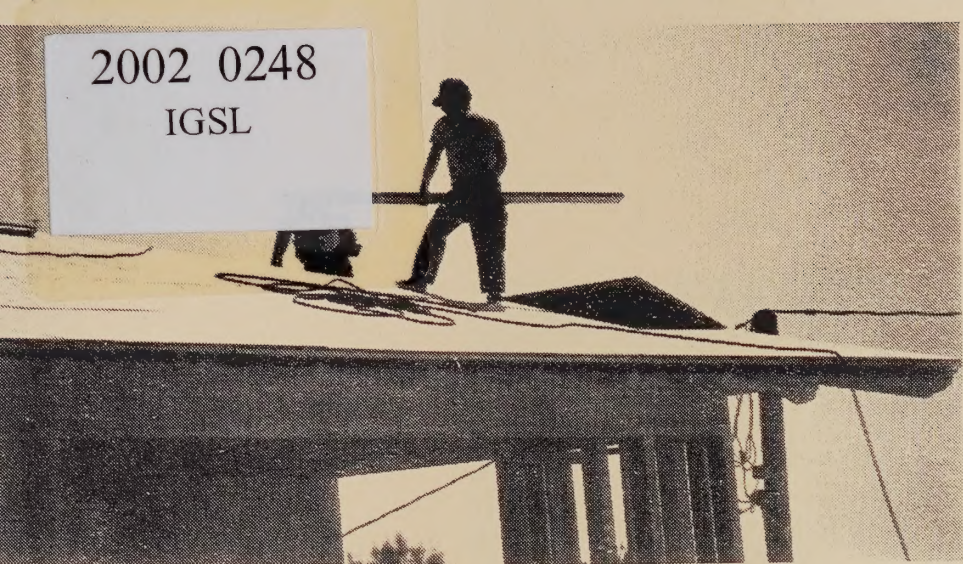


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CITY OF BREA

GENERAL PLAN

**ADOPTED BY CITY COUNCIL RESOLUTION
#86-81 JUNE 17, 1986**

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4. Circulation Element
5. Housing Element
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Text Amended by City Council Resolution

Year Amended	Resolution Number	Subject Amended
1989	89-72	Specific Plans
1990	90-1	Open Space/Conservation Element
1991	91-82	Housing Element
1992	92-46	Growth Management Element
1992	92-107	Historic Resource Element
1993	93-92	Circulation Element Parks and Recreation Element
1997	97-72	Parks, Recreation, Human Services and Open Space and Conservation Elements

I. INTRODUCTION & BACKGROUND

1. INTRODUCTION & BACKGROUND



I. INTRODUCTION AND BACKGROUND

Historical Setting

Brea was platted as the town of Randolph during the southern California land Boom of the 1880s. True settlement, however, did not begin until the oil discoveries at the turn of the century. At the western edge of Carbon Canyon the small town of Olinda arose to house oilfield workers and their families. The Brea community emerged southwest of the canyons adjacent to the Pacific Electric rail line and incorporated, as a General Law city, in 1917.

Oil field services dominated the local economy, supplemented by cash grain farming and modest orange grove cultivation. Major employers were the Union, Shell, Mobil and Tidewater oil companies. The earliest neighborhoods were frame cottages or bungalows and generally lay to the west of present-day Brea Boulevard. Locations north of the rail road typically were industrial, while commercial development flanked both sides of Brea Boulevard.

Because of the extractive and agricultural character of the economy, the community population remained small until mid-century. Brea had just under 2,600 total residents at the outbreak of World War II in 1940. Post-war housing gradually filled areas to the southeast of Imperial Highway. From the 1960s into the 1970s growth expanded across the Brea Creek channel and skipped over large expanses of industrial land to transform the northwestern area of the City from vacant land to residential neighborhoods.

The late 1960s brought new choices and conflicts. Many of these were growth-related dilemmas expressed in the first General Plan, adopted in 1968. Rather than revitalize the historic downtown, local leaders decided to forge a new commercial core which would tap the traffic volume carried by the then proposed Orange (57) Freeway which was eventually completed in 1972. Union Oil Company, through its land development subsidiary, released much of its acreage to residential and industrial development on the eastern edge of the community. In western Brea the Southern Pacific Railroad followed the same process, but at a much slower pace. As a result of new development and in-migration, the Brea population nearly tripled between 1960 and 1970, increasing from 8,500 to 18,400 residents.

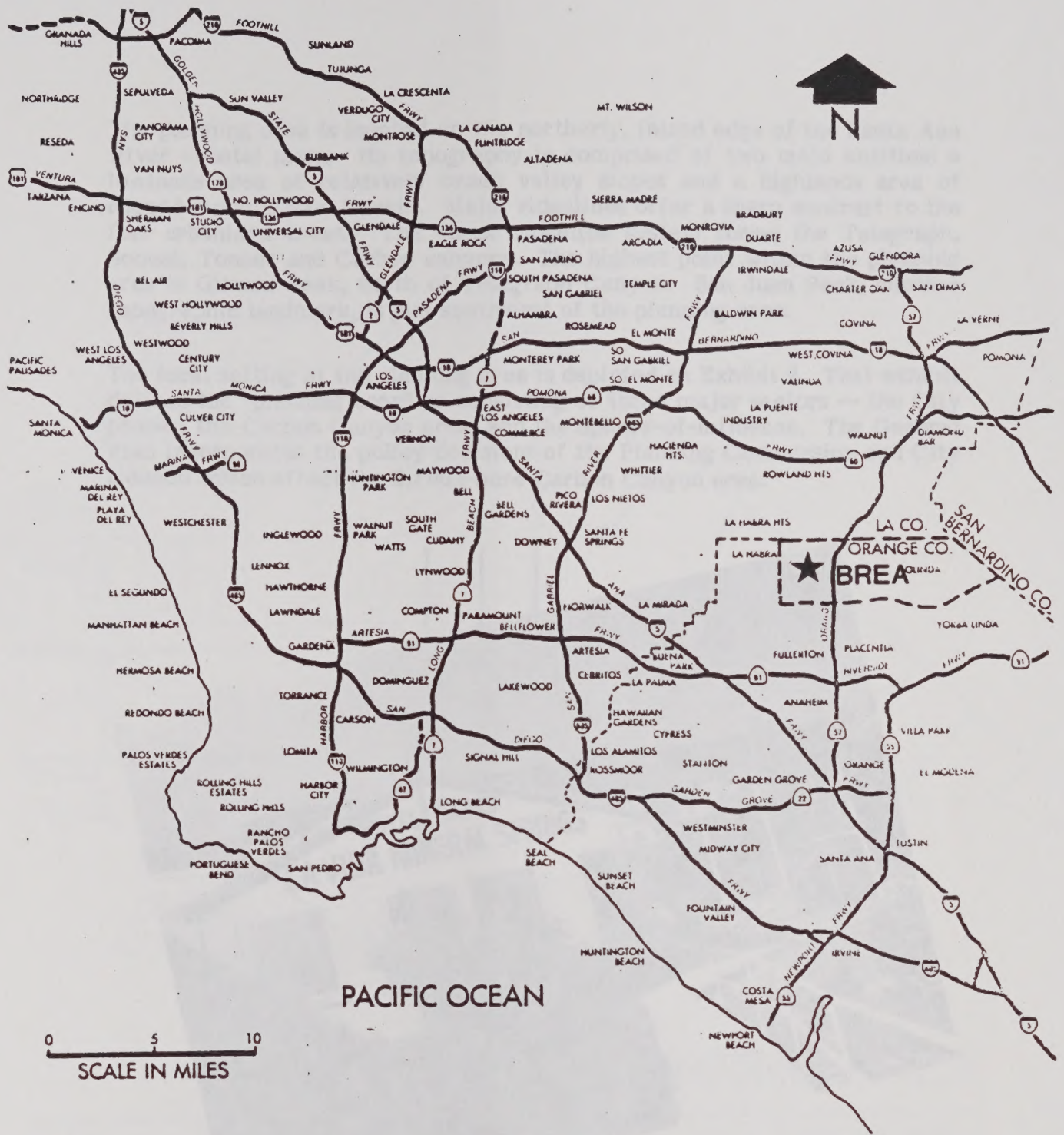
Opening of the Brea Mall in mid-1977 and parallel growth of major industrial employers transformed the small town of Brea into a regional economic center. New local landmarks have been created, including the Brea Mall, Brea Plaza, the expanded Union Oil Research Center, Suzuki Motors headquarters, Brea Financial Commons, and the Civic Cultural Center. By 1980 some 12,000 jobs were provided by commercial, industrial, and public entities in the City of Brea. Total population topped 33,500 at the start of 1985.

These transformations have generated new concerns and pressures on land areas within the City's borders. Older residential neighborhoods such as Laurel Heights are impacted by changes in development scale and design. Fringe areas, including the northeastern hills and Carbon Canyon are becoming more valuable, and hence, more attractive to potential development activity.

Like all communities which are part of larger metropolitan regions, Brea is ever-changing. The ability of the City to deal with both the positive and negative effects of past changes and to chart effective courses for the future is facilitated by this General Plan.

Regional and Local Setting

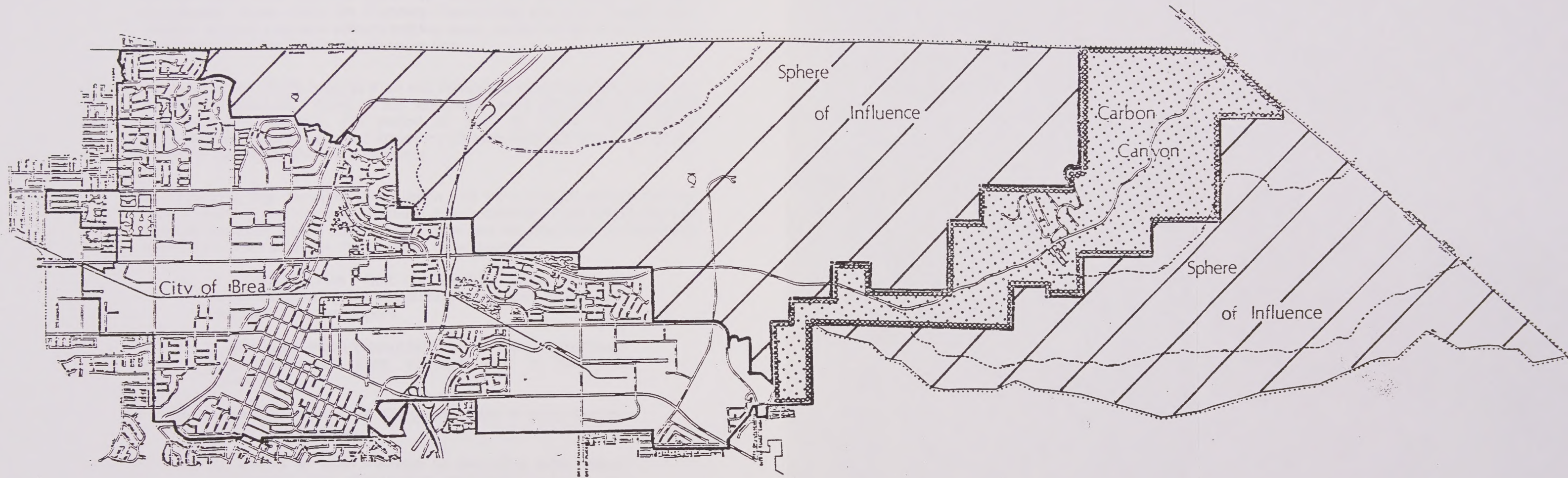
The General Plan is a policy document for the entire incorporated City and the official Sphere-of-Influence, which encompasses those areas that may be annexed to the City. The City and Sphere-of-Influence are located in northeastern Orange County, adjacent to the cities of Placentia and Yorba Linda to the south and southeast, Fullerton to the south and La Habra to the west. Immediately north of the City and Sphere-of-Influence is Los Angeles County and the unincorporated Diamond Bar community. There also is a common boundary shared between the rural Carbon Canyon area, Sphere-of-Influence and San Bernardino County. The City and its regional location are depicted on Exhibit 1.

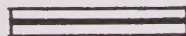
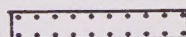
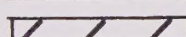


The planning area is located on the northerly, inland edge of the Santa Ana River coastal plain. Its topography is comprised of two main entities: a lowlands area of relatively broad valley slopes and a highlands area of rugged mountainous terrain. Major ridgelines offer a sharp contrast to the flat urbanized areas. The major ridgeline system forms the Telegraph, Soquel, Tonner and Carbon canyons. The highest point within the planning area is Gilman Peak, north of Telegraph Canyon. San Juan Peak, another topographic landmark, is just southwest of the planning area.

The local setting of the planning area is depicted on Exhibit 2. That exhibit defines the "planning area" as consisting of three major sectors — the City proper; the Carbon Canyon area; and the Sphere-of-Influence. The General Plan incorporates the policy decisions of the Planning Commission and City Council which affect the 1,800±-acre Carbon Canyon area.





-  city limits
-  carbon canyon
-  sphere of influence

PLANNING AREA

CITY OF BREa

exhibit 2



Function and Purpose

A major function of the General Plan is to consolidate all of the elements into a common format and thereby provide an opportunity to establish a uniform data base and set forth consistent and contemporary policy statements. Since 1968, the Planning Commission and City Council have adopted several elements acknowledging local needs and changing planning requirements under California planning law.

As of 1986, the City's General Plan was comprised of several individual and unrelated documents. Many of the "elements" were prepared and adopted over 10-years, spanning the period of 1973 to 1983. Under these circumstances, the format and structure of each element differs as do the depth and quality of the technical data.

Consequently, the Planning Commission and City Council recognized the need to adopt a contemporary General Plan consisting of all mandatory and optional elements with a common structure and organization. In summary, the General Plan achieves the purposes listed below:

1. A General Plan that is readily accessible and understandable by the community's residents, businesses, employers and developers.
2. A data base which consolidates all of the informational requirements of each element into a Technical Appendix.
3. A common format for the presentation of each element of the General Plan.
4. An update of each element by providing more recent information and eliminating redundant policies and already completed action programs.
5. A method for giving focus to the most salient and significant aspects of each General Plan element.
6. A General Plan that in written statements and graphic illustrations clearly communicates to the community the positions of the Planning Commission and City Council on Brea's future revitalization and development.
7. A convenient means for annual update and amendment of the General Plan and Technical Appendices.

Planning Needs and Requirements

In addition to responding to Brea's needs for a contemporary planning document, the General Plan also must satisfy the requirements of California law. In 1984 the most recent revisions to the general plan laws were enacted. One of the basic revisions is that the requirements for a "seismic safety" and a "safety" element are replaced with one "safety" element which is to contain generally the same information as is included in the two elements. Another revision is that the requirement for a "scenic highway" element is deleted. A third revision changes the type of information which is required to be included in the "noise" element.

As a result of these 1984 revisions to the State planning law, the Brea General Plan is comprised of seven mandated elements and one optional element, as listed below:

1. Land Use Element
2. Circulation Element
3. Housing Element
4. Open Space & Conservation Elements (combined)
5. Parks & Recreation Element (optional)
6. Safety Element
7. Noise Element

Another significant revision of planning legislation affects the implementation of the General Plan after it is adopted by the Planning Commission and the City Council. Section 65400 of the Government Code was amended to read:

"Section 65400. After the legislative body has adopted all or part of a general plan, the planning agency shall do all of the following:

(a) Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan or any element of the general plan, so that it will serve as an effective guide for the orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.

(b) Provide an annual report to the legislative body on the status of the plan and progress in its implementation. (emphasis added)"

This 1986 updated General Plan for the City of Brea more than adequately meets the intent and purpose of the revisions made to Government Code Section 65400. Each element contains the "implementing actions" which will be accomplished on a continuing basis and those which may be achieved in the future. The "annual report" then would describe progress made on the continuing and future actions. In addition, the final major section of the General Plan is a "composite implementation program/matrix" which summarizes the element-specific implementing actions and indicates —

1. The current and future status.
2. Schedule of actions.
3. Agencies responsible for accomplishing the implementing action.

Definitions of Key Planning Terms

Although State law recites several concepts commonly referred to as "planning terminology," it does not define them. Some of the key planning terms used in this document include goal, objective, policy, implementation action and/or program. These terms are defined in the "General Plan Guidelines" prepared by the State Office of Planning and Research.

Goal: The ultimate purpose of an effort stated in a way that is general in nature and not directly measurable.

Objective: A measurable action to achieve a goal. Example — "To reduce peak-hour traffic congestion to service level "C" by 1988."

Policy (1): A collective term describing those parts of a general plan that guide action, including goals, objectives, policies, principles, plan proposals, and standards in both text and diagrams.

Policy (2): A specific statement guiding action and implying clear commitment. Example — "Recreational uses in wildlife refuges and nature preserves shall be limited to those activities which are compatible with maintaining the environment with a minimum of disruption, such as hiking and horseback riding."

Implementation Program (Action Program): A coordinated set of measures to carry out the policies of the general plan. Example — Open space action program for implementing open space policies.

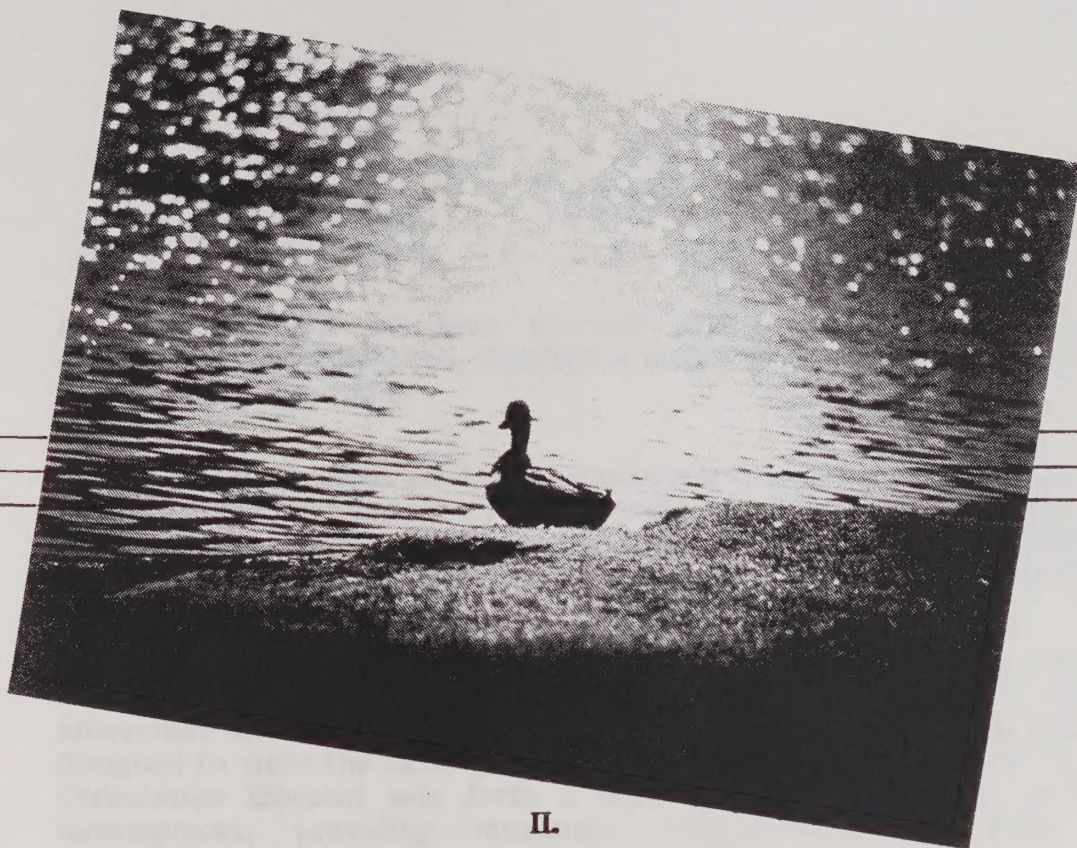
Implementation Measure: An action, procedure, program or technique that carries out general plan policy. Example — "Develop a geologic hazard overlay zoning classification and apply it to all geologic hazard areas identified in the general plan."

Several of the elements have terms unique to their intent and purpose. For instance, the "housing" element is the only one which refers to the planning term "objectives." In this instance, the term means "numerical targets" which are to represent the maximum feasible effort by the City and which can be achieved during a five-year time period. Another example is the "noise" element which contains many technical terms and concepts.

The terms and concepts unique to each element are discussed in the Technical Appendix. In addition, the intent and purpose of each element is described briefly in the discussion of each element. The legislative definitions of each element, which are often quite lengthy, also are found in Section K of the Technical Appendix.

2. GENERAL PLAN SUMMARY

2. GENERAL PLAN SUMMARY



II.

GENERAL PLAN SUMMARY

General Plan Overview

A major function of the General Plan is to consolidate all of the elements into a common format and thereby provide an opportunity to establish a uniform data base and set forth consistent and contemporary policy statements. Since 1968, the Planning Commission and City Council have adopted several elements acknowledging local needs and changing planning requirements under California planning law.

As of 1986, the City's General Plan was comprised of several individual and unrelated documents. Many of the "elements" were prepared and adopted over 10-years, spanning the period of 1973 to 1983. Under these circumstances, the format and structure of each element differs as do the depth and quality of the technical data.

The General Plan is comprised of the following seven mandated elements and one optional element:

1. Land Use Element
2. Circulation Element
3. Housing Element
4. Open Space & Conservation Elements (combined)
5. Parks & Recreation Element (optional)

6. Safety Element

7. Noise Element

Brief descriptions of each element are provided in the following paragraphs. More detailed, legislative definitions are found in Section K of the Technical Appendix.

The **Land Use Element** establishes guidelines for the public and private uses of land, including residential; commercial; industrial; open space, parks and recreation; and public facilities and buildings. The element explains these land use categories and, in text and map form, identifies their location.

The **Circulation Element** establishes a plan for the achievement of a transportation system which provides for efficient intra-and inter-City movement of motor vehicles. The circulation/transportation system is designed to meet the facility demands generated by planned land uses. The Circulation Element sets forth a framework for an orderly pattern of development, providing maximum transportation efficiency while minimizing adverse impacts to the City's environmental quality.

The **Housing Element** is concerned with how well the current and future housing supply meets the needs of Brea's residents. The element, in particular, deals with the physical condition of housing; financial assistance needs of resident households; need for new housing construction; improving upon the City's role in housing; and achieving equal housing opportunity.

The **Open Space and Conservation Elements** designate open space areas for the following purposes: managed production of resources; outdoor recreation; public health and safety; and preservation of natural resources. The Conservation Element deals with the conservation, development and utilization of natural resources.

The **Parks and Recreation Element** provides a comprehensive analysis, policy recommendations and implementation plan to guide the development, maintenance and operations of the City's park and recreation resources to the Year 2000. The Element is an optional element of the General Plan and updates the 1976 Master Plan of Parks and Recreation.

The **Safety Element** is intended to establish information and guidelines which result in protecting the Brea community from any unreasonable risks associated with the effects of seismically induced hazards; other geologic hazards; flooding; wildland and urban fires, and hazardous wastes. This element also addresses items related to fire hazards such as evacuation routes, peak load water supply requirements and minimum road widths and clearances around structures.

The **Noise Element** will affect the existing and future developed areas of the City. The purpose of the Noise Element is to provide information on current and future noise levels in the City. This information then is used to identify the most suitable locations for various land uses, especially those that are particularly sensitive to noise impacts. The adopted Noise Element also will facilitate the enforcement standards and codes and thereby protect the health and well-being of the persons living and working in Brea.

Major Issues and Opportunities

Most of the **land use** related issues occur within well-defined areas of the City including Good Old Brea, South Brea Boulevard, Central Brea residential neighborhoods, Imperial Highway commercial corridor and the Carbon Canyon Specific Plan Study Area. Except for the latter area, the land use issues relate primarily to the future character of already developed areas and appropriate standards to encourage development that will alleviate current problems. In addition, there is development pressure occurring in the Sphere-of-Influence at the City's urban/suburban edge.

Land use opportunities exist with respect to planned development of vacant sites in the City proper, Carbon Canyon area, and in the Sphere-of-Influence at the City's urban/suburban edge. In addition, through the Land Use Element, the City may establish contemporary land use categories to respond to land use issues and opportunities. Finally, the adoption of the Land Use Element will establish a framework for the preparation, adoption and implementation of a modern Development Code and Manual.

There are several **circulation/and transportation** issues and are included in the following list:

- The deletion of the proposed Beach Boulevard and Imperial Highway Freeways from the planned circulation system has impaired the region's traffic carrying capabilities because substitute facilities have not been planned or constructed.
- Natural and man-made physical features act as circulation barriers which limit travel through Brea as well as to the rest of the region. Among the natural features are hills, ridges and canyons. Among the man-made physical features are freeways, rail lines, flood control channels, golf courses, parks and cemeteries.
- Several intersections have traffic flow and physical lane characteristics which impede efficient circulation.

- If proposed development plans in the vicinity of the Brea Mall are implemented, existing circulation problems will increase.
- Currently there is peak hour congestion on Carbon Canyon Road.
- Planned future development in the Carbon Canyon/Chino Hills area will exceed the roadway capacity of Carbon Canyon Road unless alternative routes are established such as the proposed Soquel Canyon Road.

Among the circulation opportunities are the following:

- An adequate circulation system for the Carbon Canyon area can be provided prior to development.
- The North Orange County Circulation Study (NOCCS) provides a data base and a model to evaluate circulation needs within a regional context.

Housing needs in Brea, as in other southern California communities, exceed the local capacity to fully address them. There are land supply constraints and funding resources are available only in limited amounts from the State and Federal governments. Significant constraints which affect the ability of the City of Brea and the private sector to address the several needs analyzed may be categorized as limitations imposed by market economics, physical factors (land availability and suitability), and governmental constraints.

Housing opportunities include the availability of financial resources and incentives to promote residential rehabilitation. In addition, development of existing sites in the Central and suburban areas could meet most of the housing production needs. Finally, there are several creative ways in which the Redevelopment Agency's "Affordable Housing Fund" may be applied to address a variety of housing needs.

There are current unmet **open space and conservation** outdoor recreation needs and projected needs to the year 2000. Some potential hazard conditions exist, including fires in the undeveloped hill and canyon area; a few areas are flood prone; and potential hazards due to earthquake activity.

Public open space is extensive and additional land is proposed. Other resources include major rock outcroppings, major vegetation in the riparian and oak-woodland associations, and the diversity of wildlife which is related to the vegetation located in the planning area. In addition, open space for outdoor recreation includes highway corridors that have scenic, cultural, or historic value.

With respect to **parks and recreation**, several issues and opportunities are identified on the basis of the background needs, standards, existing facilities, demographic trends and other related information. Among the major issues are those listed below:

- Determination of the compatibility between the needs of the people as identified by the socioeconomic profile and the existing park and recreation resources.
- Determination of the existing and future recreation and park needs.
- Identification of ways to reduce maintenance costs.
- Renovation of existing parks based upon priority.

Among the opportunities related to parks and open space are the list below:

- Account for private recreation facilities in general industrial/office area.
- Development of commercial leases within certain parks to provide revenues for maintenance and capital improvements.
- Continued development of joint use recreation facilities within existing resources such as school property and flood control facilities.

Safety issues include ground shaking associated with active and potentially active fault systems which is likely to occur sometime in the future. The most severe ground shaking would result from earthquake activity on the Whittier Fault Zone. Other issues relate to the stability of natural slopes, and liquefaction in areas of Carbon Canyon, potential flooding and a remote possibility of dam failure at the Carbon Canyon Dam and at the Orange County Reservoir.

Opportunities for addressing safety issues include existing zoning to guide land use planning and the City's Emergency Plan. In addition, the Whittier Fault Zone has been identified on the City's zoning map. The safety related issues will be further considered during the preparation of the Development Code and Manual.

Noise generated by vehicular traffic is the most significant noise source in the planning area. Significant increases in vehicular traffic noise will result from continued development throughout the City. Schools, hospitals, rest homes and residential neighborhoods are the most noise sensitive land uses.

Opportunities for addressing noise concerns include enforcement of noise related standards and codes. In addition, the detailed data included in the Technical Appendix provides a framework for identifying where site specific acoustical analysis should be required.

Goals, Policies & Objectives

Each of the mandated and optional elements includes a statement of goals, policies and objectives. Among the major goals are the following:

- To promote the safe and efficient movement of people and goods.
- To support and endorse the State housing goal "... of a decent home and a satisfying environment for every Californian."
- Provide a flexible and balanced open space plan which responds to existing and future development and the City's needs and ability to serve these areas.
- Protect the public health and welfare of the community through identification and control of unhealthful and hazardous conditions in the City.
- Enhancement of the quality of life thorough recreation for all of Brea's citizens.
- Orderly development and expansion of the City's recreation and park system based upon current conditions and future projections.
- To provide a safe and healthful environment for the Brea community.
- To minimize the potential for loss of life and property in the event of a seismic event.
- To minimize noise impacts to the people who live and work in Brea.
- To control noise in Brea for the protection of the health and well being of the current and future citizens.

Implementation Programs and Measures

Each element contains a detail list of actions and measures to assist in the achievement of the goals, policies and objectives. The major implementations programs and measures are listed below:

- Adopt and continue to implement the Land Use Element map which is shown on Exhibit 5.
- Prepare, adopt and implement a modern Development Code and Manual which effectively meets the intent and purpose of the Land Use Element.
- Adopt and continue to implement the Circulation Element map as shown on Exhibit 6.
- Conserve existing affordable housing and provide for adequate housing sites.
- Assist in the development of affordable housing.
- Adopt and continue to implement the Open Space/Conservation Element maps for Outdoor Recreation; Managed Production of Resources; Public Health and Recreation; and Preservation of Natural Resources. Open space land for outdoor recreation is incorporated in the Master Plan for Parks and Recreation.)
- Prioritize implementation steps for parks and recreation include restoration of Arovista Park; development of the Sports Complex and construction of a restroom facility for Greenbrier Park.
- Relevant City codes and ordinances shall be evaluated and revised, as appropriate and necessary, to protect the Brea community from hazards resulting from seismically-induced events, flooding and fires. These codes and ordinances include the following: a) Zoning Ordinance; b) Uniform Building Code; c) Uniform Housing Code; and d) Uniform Fire Code.
- Codes and ordinances regulating fire safety, hazardous housing, and inferior building conditions will be enforced and shall be continually reviewed and improved, as appropriate and necessary.

- In certain areas where arterials are adjacent to residential neighborhoods, truck traffic will continue to be restricted.
- Noise contour maps and noise contour tables have been developed (refer to Section J of the Technical Appendix).
- Noise standard and ordinances will be adopted by the City.
- Utilize financial resources from the Community Development Block Grant Program and other appropriate programs to encourage maintenance and rehabilitation of structures and buildings of historic interest.

Internal Consistency

There are several factors which contribute to the legal adequacy of a general plan under the current mandates of California planning and zoning law. One of the most crucial factors is referred to as "internal consistency." In 1975, the Legislature reaffirmed the unitary nature of the general plan by adding Government Code Section 65300.5:

In construing this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

For example, are the data, assumptions and projections for population and housing used in a housing element the same as those referenced in a parks and recreation element. Another illustration are the goals and policies — do they reenforce one another or are these contractions. Still another example are the policies affecting a geographic area — are they intended to achieve the same physical conditions or are they incompatible?

Internal consistency of the Brea General Plan Elements is explained in the following paragraphs. That discussion is followed by an explanation of the requirement for zoning to be consistent with the General Plan.

The Land Use Element establishes guidance for the development of several other elements, including housing, circulation, open/space conservation and parks and recreation. At the same time, the Land Use Element is prepared on the basis of technical and policy input of, in particular, the Safety Element Open Space/Conservation Element, Noise Element and Housing Element.

The Circulation Element maintains a functional relationship with the Land Use and Noise Elements. The Land Use Element prescribes appropriate land uses which are compatible with the volumes and types of traffic projected for each arterial of the transportation network. In a similar fashion, the Circulation Element's implementation measures are intended to reduce the adverse effects of vehicular traffic on the unique environmental character of the City, such as its residential and business land-use activities, as well as pedestrian safety.

The Housing Element is especially related to the Land Use Element. The provision for adequate housing sites (which is a required part of the Housing Element) is consistent with the residential designations of the Land Use Element.

Internal consistency between the Open Space Element and Conservation Element is achieved since they are combined into one document. The issue of "scenic highway corridors" is handled within the context of this combined element. Besides the foregoing, the open space issued of outdoor recreation is addressed by the Parks and Recreation Element.

Noise Element information is a continuing guideline for the Land Use Element. Lastly, the Noise Element suggests and the Circulation Element incorporates the idea that it may be useful to regulate traffic volume and limit the trucks on some roadways. The data included in the Technical Appendix establishes a means for continually monitoring the appropriate land used in the City.

Besides "internal consistency" there also must exist consistency between the General Plan and implementing zoning. The Attorney General in 58 Ops. Cal. Atty. Gen. 21 (1975) stated:

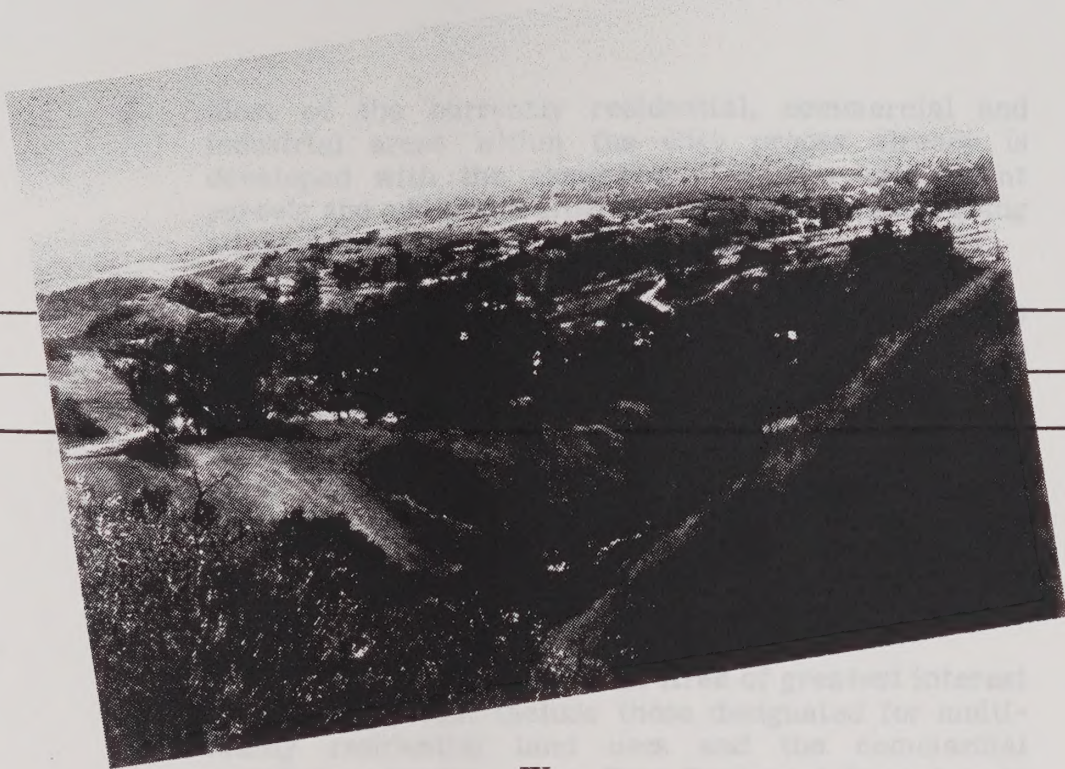
. . .As a general approach we endorse the statement in the "General Plan Guidelines" that "The zoning ordinance should be considered consistent with the general plan when the allowable uses and standards contained in the text of the zoning ordinance tend to further the policies in the general plan and do not inhibit or obstruct the attainment of those articulated policies." General Plan Guidelines, September 1973, Council on Intergovernmental Relations, page II 11-13.

A major step toward achieving the goals, policies and objectives of the General Plan and other elements will be the completion of a modern Development Code and Manual. This code and manual will be particularly designed to implement the intent and purpose of the approved land use categories and Land Use Element Map.



3. LAND USE ELEMENT

3. LAND USE ELEMENT



III. LAND USE ELEMENT

Introduction

The Land Use Element establishes guidelines for the public and private uses of land, including residential; commercial; industrial; open space, parks and recreation; and public facilities and buildings. The element explains these land use categories and, in text and map form, identifies their location.

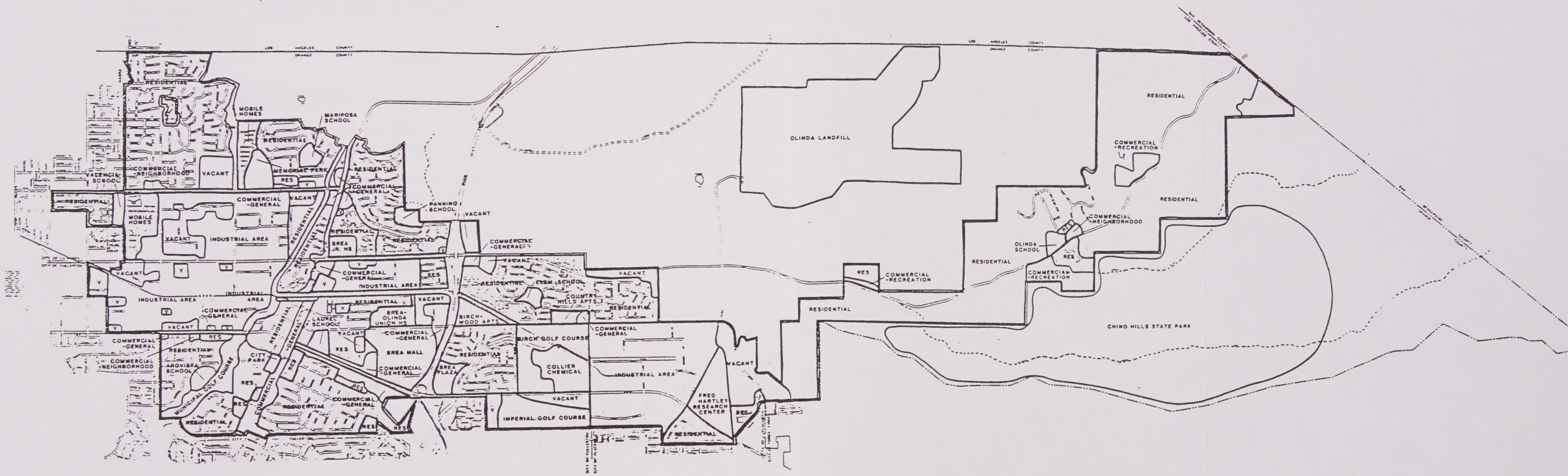
The location of land uses is identified for the City and the Sphere-of-Influence. In deciding upon the proposed land use locations, the element incorporates the land use-related conclusions of other elements, particularly the Housing, Open Space & Conservation, and Parks & Recreation Elements. The Carbon Canyon Specific Plan and Downtown Specific Plan, as adopted by the City Council, will be incorporated in the Land Use Element.

Background data on existing land uses are contained in Section A of the Technical Appendix. The list below presents the major conclusions relating to the existing and future use of land in Brea.

1. Brea consists of three major areas including the primarily developed City proper, the rural Carbon Canyon area and the undeveloped Sphere-of-Influence.

2. Most of the currently residential, commercial and industrial areas within the City proper already is developed with the exception of a few key vacant parcels and additional sites in neighborhoods undergoing a land use transition.
3. Most of the developed area will remain as is for the foreseeable future and certainly through the Year 2000.
4. Only the developed Central Brea Area is planned to complete a transition stage as existing uses change to other uses with a difference in character and intensity. (This transition will be guided by a Specific Plan for the Downtown area which encompasses Good Old Brea, South Brea Boulevard, Imperial Highway and the Central Brea area).
5. Locations in the Central Brea Area of greatest interest for redevelopment include those designated for multi-family residential land uses and the commercial corridors extending along Brea Boulevard from Acacia Street to Lambert Road and Imperial Highway from Berry Street to Laurel Avenue.
6. Several major vacant sites are presently in the detailed planning and development stage.

Exhibit 3 on the following page depicts the existing land use pattern.



GENERALIZED LAND USE MAP

CITY OF BREA



EXHIBIT 3

Issues and Opportunities

Several land use issues and opportunities were identified following a review of the following: 1) 1968 General Plan; 2) Parks & Recreation Element; 3) Carbon Canyon Specific Plan; 4) Zoning Ordinance; 5) nature, location and intensity of the existing uses of land; and 6) amendments to the 1968 Land Use Element. A list of land use-related issues and opportunities is presented below:

Issues

1. Central Brea Area:

- The character of older Brea is changing in terms of size, scale and design.
- whether a few single-family blocks should be preserved or retain the multi-family designation
- establishing the most effective methods for achieving the transition from single-family neighborhoods to multi-family uses
- maintenance of older residential neighborhoods
- deciding on the most appropriate density patterns for the area.
- designating land in Central Brea for open space and park uses

2. Brea Boulevard from Acacia Street to Imperial Highway:

- determining the appropriate depth for commercial land use to encourage sound development in the future
- meeting the parking requirements of the retail/office/service establishments along the corridor
- establishing development standards for existing and future development

3. Brea Boulevard from Imperial Highway to Lambert Road:

- the boundaries and future character of development in the "Good Old Brea" area
- future development of the vacant site located at Brea Boulevard and Cypress Street

4. Carbon Canyon Specific Plan Study Area:

- effects of continued development in accordance with the Chino Hills Specific Plan
- present and ultimate capacities of circulation and public services and utilities and the relationships of phasing of development to these systems
- costs of providing and maintaining service and infrastructure systems
- need to revise and update the current City hillside policies, grading criteria and development regulations, and to match these revised standards, to a land use plan for the Canyon area
- to improve upon the aesthetics of the canyon area in addressing visually sensitive areas, Carbon Canyon Road and Soquel Canyon Road, street landscaping and establishing criteria for the continued protection of important natural resources such as oak groves

5. Sphere-of-Influence Area:

- there is a need for a new high school site and the most appropriate location may be within the Sphere-of-Influence
- some land in the Sphere is at the City's urban/suburban edge and there exists near-term land use development pressures (e.g., Associated Road/Lambert Road)
- retaining some of the remaining land in the Sphere for hillside residential and for future park purposes

Opportunities

1. Responding to a variety of land use issues by revising the categories of land use to reflect existing and future development and achieve consistency between the Land Use Element text/map and the Zoning Code text/map.
2. Responding to the Carbon Canyon study area issues through adoption and implementation of a preferred Specific Plan for this area of the City.
3. Designating a 40-acre vacant site located on Central Avenue for appropriate high density residential land uses and a neighborhood park.

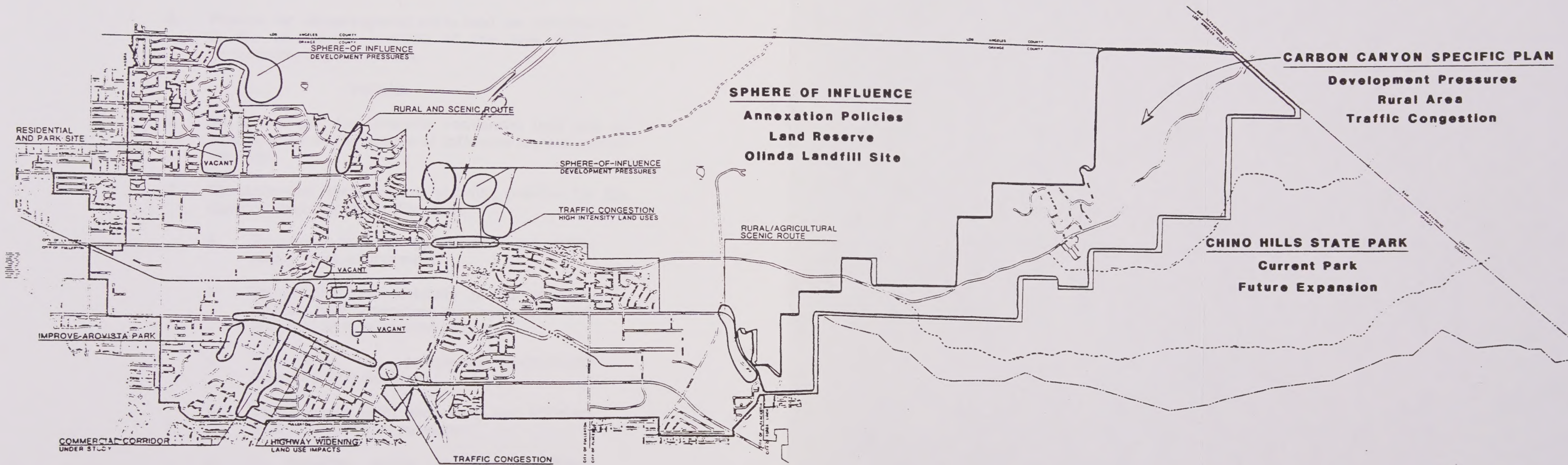
Exhibit 4 on the following page presents an illustration of the land use issues and opportunities in several locations within the planning area.

Goals, Policies & Objectives

Almost 17 years have passed since adoption of the City's first comprehensive General Plan. Several important aspects of that plan have been implemented consistent with the goals and policies established at that time. The goals of the 1986 General Plan are stated in the following list.

Goals

1. Achieve a rural-suburban-urban city with land uses which meet the needs of Brea's neighborhoods, the entire community and regional employment, shopping and housing needs.
2. Provide for residential and commercial land uses in areas of the Sphere-of-Influence which are located adjacent to the suburban-urban edge of the incorporated City.
3. Designate the Carbon Canyon area primarily as a residential community offering a variety of residential densities and housing types with support commercial and commercial recreation uses within the context of a rural environment.



ISSUES & OPPORTUNITIES MAP

CITY OF BREA

EXHIBIT 4



4. Provide for a balanced land use distribution in Brea's neighborhoods, including single-family and multi-family housing; convenience and neighborhood shopping centers; park and recreation uses; and other appropriate uses.
5. Provide for land use development and employment expansion in the western and eastern industrial sectors of the City.
6. Provide for urban-regional scale land use development in the centralized location of the Brea Mall and immediately adjacent areas.

Policies

1. To permit only low intensity residential land uses as hillside areas of the Sphere of Influence are annexed to the City.
2. To implement the following planning policies for the Carbon Canyon Specific Plan area:
 - To provide housing opportunities compatible with a rural environment.
 - To provide and maintain public services, utilities and amenities commensurate with the level of development proposed.
 - To assist in completing community transportation linkages.
 - To provide a safe, convenient and efficient internal circulation network.
 - To preserve and/or enhance significant natural resources onsite.
 - To promote a balanced open space system between active, usable recreational areas and more passive open space areas.
3. To retain the land uses which have been designated for most of the remaining areas of the City, including the residential, commercial and industrial sectors.

4. To promote the revitalization and recycling of neighborhoods in Central Brea to medium and high density residential land uses offering ownership and rental housing opportunities through development of a Towne Plaza Specific Plan.
5. To promote the commercial viability of the "Good Old Brea" area and the commercial corridors along Brea Boulevard and Imperial Highway through the development of a Towne Plaza Specific Plan.

Objectives

1. To establish zoning districts that meet the goals and policies of the Land Use Element and the intent and purpose of the land use categories.
2. To establish five residential land use categories to guide land use development in the City proper and Sphere of Influence.
 - Rural Residential: 1 dwelling unit per 5 acres
 - Hillside Residential: 1 to 2 dwelling units per acre
 - Low Density: 1 to 6 dwelling units per acre
 - Medium Density: 6.1 to 12.0 dwelling units per acre
 - High Density: 12.1 to 24.89 dwelling units per acre
3. To establish four commercial land use categories to account for existing and future development, as follows:
 - General Commercial
 - Neighborhood Commercial
 - Regional Commercial
 - Office/Financial Commercial
4. To establish two industrial land use categories to reflect current and planned development, as follows:
 - Light Industrial
 - General Industrial

5. To establish an "open space/parks/recreation" land use category for purposes of designating the location of public neighborhood, community, regional and State parks; public golf courses; and other similar uses.
6. To establish a "public facilities and grounds" land use category which includes the location of the following uses: Civic Center; fire stations; post office; corporation yard; and the elementary, junior high and high schools.
7. To establish a "specific plan" land use category for the Carbon Canyon area, Downtown (Towne Plaza) area, Tomlinson property and other areas, which in the determination of the City Council, merit special planning emphasis.

Implementation: Action Programs

The following measures and action programs are adopted for purposes of implementing the Land Use Element of the General Plan.

1. Adopt and continue to implement the Land Use Element map which is shown on Exhibit 5. (The official Land Use Element Map is available at the Department of Development Services.)
2. Prepare, adopt and implement a modern Development Code and Manual which effectively meets the intent and purpose of the Land Use Element.
3. Implement the residential land use categories through the following or appropriate successor development districts:
 - Rural Residential: RHR District + Specific Plan
 - Hillside Residential: RH District + Specific Plan
 - Low Density Residential: R1 District + Specific Plan

- Medium Density Residential: R2 District
 - High Density Residential: R3 District + Specific Plan
 - Certain areas in the Sphere-of-Influence are intended to have a base district with an SP (Specific Plan) Overlay. The SP overlay will require detailed development plans prior to approval of specific projects.
4. Implement the commercial land use categories through the following, or appropriate successor, development districts:
- General Commercial: C-G General Commercial Zone
 - Neighborhood Commercial: C-N Neighborhood Commercial Zone
 - Regional Commercial: C-C Major Shopping Center Zone
 - Office/Financial Commercial: C-P Commercial, Administrative and Professional Office Zone
5. Implement the industrial land use categories through the following, or appropriate successor, development districts:
- Light Industrial: C-M Commercial Industrial Zone; M-1 Light Industrial Zone; and M-P Planned Industrial Zone
 - General Industrial: M-2 General Industrial Zone
6. Establish appropriate development district classifications for the following land use categories: "open space/parks/recreation" and "public facilities and grounds."
7. Complete detailed land use studies for certain areas of the City including the Brea Boulevard and Imperial Highway commercial corridors; Central Brea residential neighborhoods; Sphere-of-Influence; and others to be determined in the future.

- General Description of Land Use Element
8. Establish annexation policies affecting land use and future infrastructure/public facilities impacts.
 9. Continue to require fiscal impact reports on new development proposals that require annexation to the City.
 10. Prepare an "Annual Report" for the Planning Commission and City Council on yearly activity and progress on General Plan implementation
 11. Annually the Planning Commission and City Council will review the residential densities which are designated on properties located in the Sphere-of-Influence.
 12. Continue to implement the "Arts in Public Places Program" in the future.
 13. Provide a comprehensive set of plans, regulations and criteria to guide the orderly development of the Carbon Canyon area through adoption and implementation of a Specific Plan.
 14. Stimulate the responsible redevelopment and revitalization of the downtown area through adoption of a Towne Plaza Specific Plan.



General Description of Land Use Element

There are five major categories designated by the Land Use Element of the General Plan, as listed below and explained in the paragraphs that follow.

- Residential
- Commercial
- Industrial
- Open Space/Parks/Recreation
- Public Facilities and Grounds

Residential

Five residential categories are designated by the Land Use Element as listed below:

- | | |
|------------------|--|
| ● Rural | 1 dwelling unit per 5 acres |
| | Very low density development in areas where the topography is generally steep with limited area suitable for development. |
| ● Hillside | 1-2 dwelling units per acre |
| | Low density development in hillside areas, where grading is minimized to retain slope stability and to protect scenic resources. |
| ● Low Density | 1-6 dwelling units per acre |
| | Single family homes developed on conventional lots. |
| ● Medium Density | 6.1-12.0 dwelling units per acre |
| | Multiple-family housing including existing mobile home parks, condominium developments and apartment housing. |

- **High Density** 12.1-24.89 dwelling units per acre
Multiple family housing consisting of condominiums and apartment developments.

The residential densities noted in the previous page are "gross" densities which means the total number of housing units permitted per acre.

Commercial

Four commercial categories are described in the Land Use Element.

- **General Commercial**
- **Neighborhood Commercial**
- **Regional Commercial**
- **Office/Financial Commercial**

General Commercial The broadest range of commercial uses permitting retail sales, offices, service and repair establishments and highway related uses.

Neighborhood Commercial Refers to neighborhood shopping areas providing retail goods and services to residents in the immediate vicinity.

Regional Commercial Refers to Brea Mall, the major commercial center in the City.

Office/Financial Commercial Refers to areas designated for the development of administrative and professional offices, support services and financial institutions.

Industrial

There are two types of industrial areas:

- Light Industrial
- General Industrial

These categories are described below:

Light Industrial

Industrial parks and warehousing and ancillary or compatible land uses.

General Industrial

Provides for more intensive industrial uses, separating such areas from less compatible land uses.

Open Space/Parks/Recreation

This category is applied to appropriate locations for public neighborhood, community, regional and State parks; public golf courses; and similar uses.

Public Facilities and Grounds

Designates public uses such as the Civic/Cultural Center, fire stations, schools and the post office.

Buffer Land Use

In addition to the foregoing major land use categories, there also is a "buffer" land use category which is shown in areas requiring landscape treatment to enhance the compatibility of non-residential uses, such as industrial and the Olinda landfill site, from adjacent or nearby existing and future housing developments. This land use category also is applied in areas that are subject to potentially excessive noise impacts such as the undeveloped areas along the freeway corridor.

Specific Plan Land Use Category

This category is applied to areas of the City which are designated for "Specific Plans" to be prepared in accordance with the requirements of the California Government Code (Sections 65450 through 65507). The Specific Plan land use category is designed to allow the Planning Commission and City Council to designate areas subject to detailed planning "as necessary and convenient for the systematic execution" of the General Plan.

Three areas are designated on the Land Use Element map for the preparation and adoption of Specific Plans that are intended to guide the implementation of each element of the General Plan, as appropriate, necessary and convenient. These areas are listed below:

1. Carbon Canyon
2. Downtown
3. Tomlinson (Central and Berry)

In addition, most of the area in the Sphere-of-Influence is designated as "rural residential" or one dwelling unit per five acres. However, the policy of the General Plan is that future development in this area is subject to the preparation, adoption and processing of a Specific Plan pursuant to California Government Code Sections 65450 and 65507.

One objective of the SP land use category is to provide a General Plan framework for the designation of areas requiring further detailed planning as well as a general indication of appropriate boundaries, land use classifications and associated land use intensities, and to pinpoint General Plan goals, policies and objectives that should be implemented within the context of the Specific Plans. The General Plan framework for the Specific Plans is provided in a general description of the nature, scope and character of the detailed planning that is recommended in the Land Use Element for the three areas noted above. In addition, for purposes of guaranteeing internal consistency, statements are incorporated in each element or section of this General Plan, as may be appropriate and necessary, to guide the formulation and adoption of the Specific Plans.

In the following material, the Land Use Element is described for the major sectors of the planning area. These include: the City proper; Sphere-of-Influence; SP-1, Carbon Canyon; SP-2, Downtown or Towne Plaza; SP-3, Tomlinson Property.

City Proper

Most of the areas currently designated residential, commercial or industrial within the City proper are already developed with the exception of some vacant parcels and sites. Many of the vacant parcels and sites, such as the 18-acre site at Lambert Road and the Orange Freeway, already are approved for development. In addition, development in the area across from the Mall at Birch Street and State College Boulevard has been approved through a General Plan Amendment and Development Agreement. This area and the Mall are designated "Regional Commercial." Other commercial and industrial properties in the Western and Eastern Industrial areas will develop in the future consistent with the adjacent properties.

The most significant residential parcels consist of a 39-acre site at Central Avenue and Berry Street; an 11-acre site at the former Valencia Elementary School; and an 8-acre site at Central Avenue and Tamarack Street, adjacent to the Raintree and Heritage apartment developments. The 39-acre parcel merits further detailed planning consideration and, for this reason, the "Specific Plan" land use category has been applied to this site. The 11-acre site is designated "medium density" which is compatible to the adjacent neighborhood land uses consisting of condominium and mobile home park uses. The 8-acre site is planned as "high density" which is consistent with surrounding residential land uses.

Most of the already developed area will remain as is through the year 2000. Only the developed Central Brea area is planned to complete a transition as existing uses change to other uses with a different character and intensity. Locations in the Central Brea area of greatest interest include those designated for multi-family residential land uses and the commercial corridors extending along Brea Boulevard from Acacia Street to Lambert Road and Imperial Highway from Berry Street to Laurel Avenue. A Specific Plan, as adopted by the City Council, will spell out in greater detail the future development character of the Central Brea area.

Sphere-of-Influence

Most of the Sphere-of-Influence will remain in open space uses. The existing area of the Chino Hills State Park is designated as open space. The expansion area of the State Park is designated as "rural residential." However, as soon as the expansion property is owned by the State the General Plan policy is to recommend a reclassification to "open space."

The existing Olinda landfill site also is designated as public facility; however, the long-range goal of the City is to designate this area for open space. The "Buffer" land use category is applied to areas between the landfill site and adjacent existing and future developments. The Boy Scout Reservation, which is under private ownership, is designated for the lowest residential density category of 1 dwelling unit per five acres. Areas immediately adjacent to the intersection of Tonner Canyon Road and the Orange (57) Freeway are shown as general commercial to indicate the goal for enterprises such as a car mart and a public transportation center.

Properties which may be annexed in the near future or which are pre-zoned are designated in a land use category. The majority of these lands are for low density residential; in addition, one site is indicated public facility to accommodate the new high school and another site is shown as office and financial because it is adjacent to a site currently under development for that type of use.

All other areas in the Sphere of Influence are designated for the lowest residential categories of one to six dwelling units per acre and of one dwelling unit per five acres although these areas will be re-evaluated on an annual basis, according to policies contained in the Land Use Element of the General Plan.

SP-1 — Carbon Canyon

The Brea City Council authorized preparation of a Specific Plan for the Carbon Canyon area in August 1983 in response to several critical issues affecting this important sector of the community. The material included in the following paragraphs is intended to provide a General Plan framework for the preparation, refinement and adoption of a Specific Plan for the Carbon Canyon area.

Location and Setting: The Carbon Canyon Specific Plan area comprises approximately 1,758 acres, and is located in northern Orange County, adjacent to Los Angeles and San Bernardino Counties. The Specific Plan area is situated in the northwest portion of the City of Brea in the Puente Hills. Regional access is provided by Carbon Canyon Road (State Route 142) which bisects the area and by the Orange Freeway (57), located west of the Carbon Canyon Specific Plan area. Exhibit 5a delineates the boundaries of the specific plan area.

Purpose and Intent: The Specific Plan will provide the City of Brea with a comprehensive set of plans, regulations and criteria, conditions and programs for guiding the orderly development of the Carbon Canyon Area. The Specific Plan assures development of the project area as a coordinated project, allowing a mixture of residential densities and product types, open space, commercial and recreation uses.

Land Use Categories: The Specific Plan will contain five residential land use categories, two commercial categories and an open space category. These land use categories are described in the following material.

Single Family — 1 (SF-1)

The SF-1 land use designation will provide for an overall density of one dwelling unit per five acres. This designation will be typically located on slopes of over 30 percent as well as within canyon areas. Clustering of residential uses within the Specific Plan Area will be encouraged. The Specific Plan will serve to achieve the General Plan goal to site dwelling units within appropriate building locations and in an environmentally sensitive manner.

Limited areas devoted to horse stables and related equestrian uses currently exist in the hillsides and should be a continued allowed use in the SF-1 designation.

Single Family — 2 (SF-2)

This land use classification will apply to the Olinda Village subdivision which is almost built out. This classification should provide for a maximum density of three dwelling units per acre. The land use category should include those areas of the village which are developed or planned as single-family detached residences. The SF-2 classification also should include the Olinda Elementary School, which is administered by the Brea-Olinda Unified School District.

Single Family — 3 (SF-3)

This category should have a maximum permissible density range of three dwelling units per acre and encouraged along canyon bottoms and ridges. The SF-3 density category should allow for both custom and production homes and lots having a minimum area of 5,000 square feet. In addition to single-family detached residences, a range of product types including patio homes, townhomes and condominiums meeting the maximum density criteria area also should be permitted uses within this land use classification.

Multiple Family — 1 (MF-1)

This classification should have a maximum permissible density of ten dwelling units per acre and should be sited in areas adjacent to Carbon Canyon Road. The intent of the General Plan is to permit a variety of detached and attached residential projects, including multiple-family projects, in the Carbon Canyon area.

Multiple Family — 2 (MF-2)

This land use category should have a maximum density of 20 dwelling units per acre. Once again, the aim of the General Plan is to encourage a broad range of residential projects including townhomes, condominiums and multiple family projects, to the extent they are appropriate in the Carbon Canyon area.

Neighborhood Commercial

The commercial land use designation at Olinda Village is intended to provide for the continued operation of the types of neighborhood commercial uses which currently exist there. These include approximately 5,800 square feet of convenience commercial uses, a fast food restaurant, office space and a field office for the City of Brea Fire Department.

Commercial Recreation

The commercial recreation designation is intended for the site of the La Vida Hot Springs which provides commercial recreational facilities, a restaurant and a hotel. Other previously zoned commercial recreation uses within the project area should be designated as permitted uses within each respective land use classification.

Open Space

The open space designation of the Specific Plan area is intended to preserve natural open space areas in order to protect natural resources and public recreational facilities. Meeting this intent within the Specific Plan will serve to implement the goals and policies of the Open Space and Conservation Elements. Those areas which should be designated as open space include Carbon Canyon Regional Park and Chino Hills State Park. The state park expansion area should be classified as public facility until it is owned by the State and then reclassified to open space.

General Locational Criteria: Carbon Canyon features many diverse resources. The area is a well-defined canyon system characterized by prominent ridgelines, steeply sloping terrain and drainage courses, the two primary of which are Carbon Canyon and Soquel Canyon creeks. Several plant communities exist within the area and include oak groves, walnut groves, coastal sage scrub, chaparral, limited riparian and disturbed areas where non-native plants are found.

Geology and soils of the canyon area present constraints upon development due to the presence of the Whittier Fault zone, landslides and related slope stability issues. These and other natural features of the Carbon Canyon area should establish the planning and design parameters for the Specific Plan area.

The Specific Plan should stress the protection of existing ridgelines, significant natural landforms, and major slope areas and incorporate these features within development areas. Residential areas should be concentrated within canyons and on ridgelines having access. Hillside slope areas should be planned for very low density residential uses. The application of design criteria and development regulations, which should be

contained within the Specific Plan, should help to minimize the visual impacts of development on the ridgelines by employing minimum grading techniques, vegetative screening, and architectural treatments.

Goals and Policies: The following goals have been formulated to guide the development of the Carbon Canyon Specific Plan:

- Provide for a community with a balance of land uses and a range of residential housing types.
- Provide for a balance of environmental preservation, safety and economic considerations in formulating a specific plan.
- Preserve natural stream courses, to the extent possible, as identified by the California Department of Fish and Game.
- Provide for a mix of housing types within the canyon area; one that not only responds to prevailing market conditions, but also promotes an environmentally and visually sensitive pattern of growth.
- Provide for an environmental balance between development and identified natural resources.
- Preserve the significant natural resources of the canyon area and protect visually sensitive areas.
- Provide assurances that where development does occur in or adjacent to visually sensitive areas that it occurs in a manner which minimizes effects upon resources.
- Promote the continuation of the rural atmosphere and character which exists in the canyon country.
- Provide for architectural and site design in the canyon area which is sensitive to the topography.
- Provide for recreation opportunities for the canyon area, city and surrounding areas. Each project proposed following adoption of the Specific Plan should include sufficient open space and neighborhood parks on a project-by-project basis. Specific types, sizes and locations of recreational facilities should also be determined on a project-by-project basis.

Implementation Program: The zoning ordinance map and text will be amended to add a Specific Plan 1 (SP-1) district to reference the property development standards to be contained in the adopted Specific Plan for the Carbon Canyon area.

SP-2 — Towne Plaza

The Brea City Council has authorized the preparation of a Specific Plan for the Downtown area of the community. The Specific Plan was prompted by issues and opportunities which were originally recognized in the early stages of the General Plan revision process. The material presented in the following paragraphs is intended to provide a General Plan framework for the preparation, refinement and adoption of a Specific Plan for the Downtown or Towne Plaza area.

Location and Setting: The boundaries of the proposed Specific Plan area are illustrated on Exhibit 5b. The Specific Plan area should generally include all of the properties within a commercial or "Good Old Brea" designation which run adjacent to Brea Boulevard between the southern City limits and Lambert Road and those residentially zoned properties of downtown Brea which were constructed largely prior to 1940.

Purpose and Intent: A Specific Plan designation is indicated on the Land Use Element Map for the Downtown Area. A Specific Plan will be prepared to identify appropriate land uses for this area and to stimulate responsible redevelopment in the downtown area through positive incentives and customized regulations based on comprehensive land use planning techniques. The plan will focus on the rejuvenation of property as well as the rebuilding of infrastructure. The intent of the Specific Plan is to implement the General Plan goals and policies of encouraging the productive use of deteriorated areas and to preserve those areas which remain viable.

Land Use Categories The Specific Plan should contain two residential land use categories, four commercial categories and a public facilities designation. Each land use category is described in the material that follows.

Boulevard Commercial (BBC)— A commercial district intended to provide for a variety of neighborhood-oriented commercial uses and facilities to serve the surrounding area. It is suggested that a minimum lot size of 6,000 square feet be evaluated in further detail for this commercial category (with variable setbacks according to building height). Additional study should be given to establishing a building height of 30 feet and a maximum setback of 25 feet.

Central Brea Commercial District (CBC)— Neighborhood-oriented commercial and service-related retail uses. A suggested minimum lot size of two acres should be explored in greater detail as well as the potential for a maximum site coverage of 40% and maximum building height of 30 feet.

Commercial, Administrative and Professional Office District (CP)- This district should provide for the continued operation and establishment of new private commercial, professional and office uses in the Towne Plaza area.

Imperial Highway Commercial District (ICC)- This commercial district should provide for community-oriented uses such as large-scale food, drug, home appliance and furnishing stores. Establishing a minimum lot size of 10 acres with 40% coverage and a maximum building height of 40 feet should be explored in greater detail in the Specific Plan.

Medium-Density Residential Development District (MDR)- A residential district allowing one dwelling unit for every 3000 square feet of lot area to encourage reinvestment in the district while maintaining the existing environment of moderate densities and family housing should be studied as part of the Specific Plan. The feasibility of creating a minimum lot size of 7,000 square feet will be considered as part of the Specific Plan.

High Density Residential District (HDR)- A residential district intended to encourage the recycling of deteriorated properties in the area to new construction that is compatible with existing residential neighborhoods should be explored. This district should encourage a wide range of housing products and types. The maximum density permitted within the HDR District should probably be 30 dwelling units per acre. Based on further study, these land use intensities may be revised by the Towne Plaza Specific Plan.

General Locational Criteria: The Towne Plaza Specific Plan will encompass an area that is comprised of an established commercial center surrounded by four compact residential neighborhoods. Where revision of the established land use patterns would unduly disrupt adjacent uses, the existing land use patterns should be left intact. The Specific Plan area will be divided into various land use categories according to the factors of similar market potential and similarity of existing development, however.

Goals and Policies: The Specific Plan and subsequent implementing regulations will be focused toward the long-term attainment of the following goals and policies:

- Encourage a pattern of commercial uses which takes maximum advantage of the Towne Plaza's physical, social and economic potential without adversely impacting adjacent viable residential areas.
- Preserve and/or stabilize the residential neighborhoods within the Specific Plan Area through rehabilitation.

- Encourage the recycling of deteriorated or underutilized residential and commercial properties.
- Establish a framework for the engineering and construction of public infrastructure improvements designed to enhance the general environment and provide appropriate service levels for the citizens of Brea.
- Encourage an active partnership between property owners, businesses, the City and the Redevelopment Agency to accomplish the objectives of the Specific Plan.
- Encourage a proper distribution of public, residential and commercial uses providing for a wide range of development opportunities including rental and ownership housing and neighborhood and community level commercial facilities.
- Attempt to accomplish the purposes of the Specific Plan through a system of incentives and voluntary participation rather than exclusively through the regulatory process.
- Establish quality design standards to guide the redevelopment and new construction in the Towne Plaza Area.

Implementation Program: The zoning ordinance map and text will be amended to add a Specific Plan (SP-2) district for the downtown area. The property development standards of the adopted Specific Plan will be referenced in the SP-2 district.

Various development incentives will be utilized to stimulate a public-private partnership for the redevelopment of the downtown area. Negotiations will result in an Owner Participation Agreement (OPA) or Disposition and Development Agreement (DDA) between the project applicant, the City and the Redevelopment Agency. Examples of potential development incentives are as follows:

Site Preparation and Demolition: For development projects that require demolition and site preparation, the Agency may provide assistance by performing these tasks.

Rehabilitation Loans and Grants: In the districts targeted for renovation, the City and Agency may consider providing assistance in the rehabilitation of structures, facades and the replacement of non-conforming signs.

Maintenance and Parking Districts: The City will consider the formation of maintenance and assessment districts to generate front-end capital and assure that all of those benefiting from the districts share in the debt service responsibilities.

The Specific Plan is not limited to these implementation programs only, however.

SP-3 Tomlinson Property

Following adoption of the General Plan, the City Council will consider authorizing the preparation of a Specific Plan for this site in cooperation with the property owner. The site is 39-acres in size and presents several land use opportunities, assuming future development is compatible with surrounding land uses.

Location and Setting: The Tomlinson property is a 39-acre site located at the intersection of Berry Street and Central Avenue. Because it is a significantly large vacant site with a commercial nursery there is an opportunity for detailed planning so that the needs of the site, property owner and community can be fully addressed.

Intent and Purpose: The aim of a Specific Plan for this site is to encourage a diversity of land uses, primarily residential, and to meet the needs identified in the Parks and Recreation Element of the General Plan. Accordingly, a mixture of land uses will be incorporated in the Specific Plan similar to those which currently exist in the Country Hills neighborhood of the City.

Land Use Categories: Four land use categories will be spelled out in greater detail by the Specific Plan, as listed below:

- Low Density — single-family housing.
- Medium Density — multiple-family housing in a "medium" density range.
- High Density — multiple-family housing in a "high" density range.
- Park/Recreation Facility — location and size of a park/recreation facility to meet the needs identified in the Parks and Recreation Element.

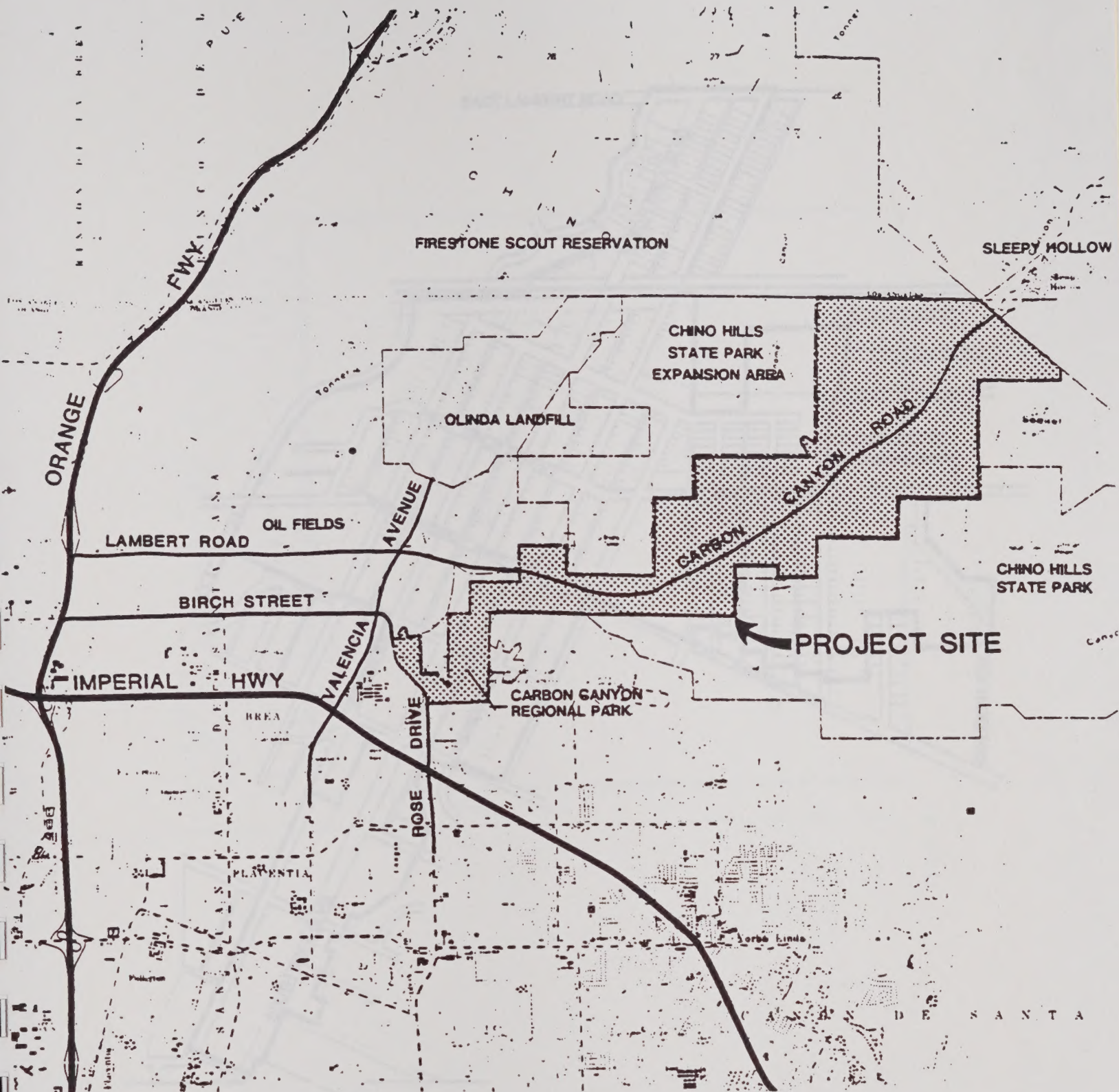
The land use intensities for each density category will be spelled out in detail in the Specific Plan. A guide for the intensities are the density ranges included in the General Plan for the City proper area; however, the Specific Plan should include a more exact figure for the dwelling units per acre in each land use category. The location and size of the park facility should be planned in cooperation with the property owner and Parks and Recreation Commission.

Implementation Program: An SP-3 district will be included in the zoning map and text. The SP-3 district will reference the property development standards of the Tomlinson Property Specific Plan.

**EXHIBIT 5
LAND USE ELEMENT MAP**

located in back of book





Local Setting

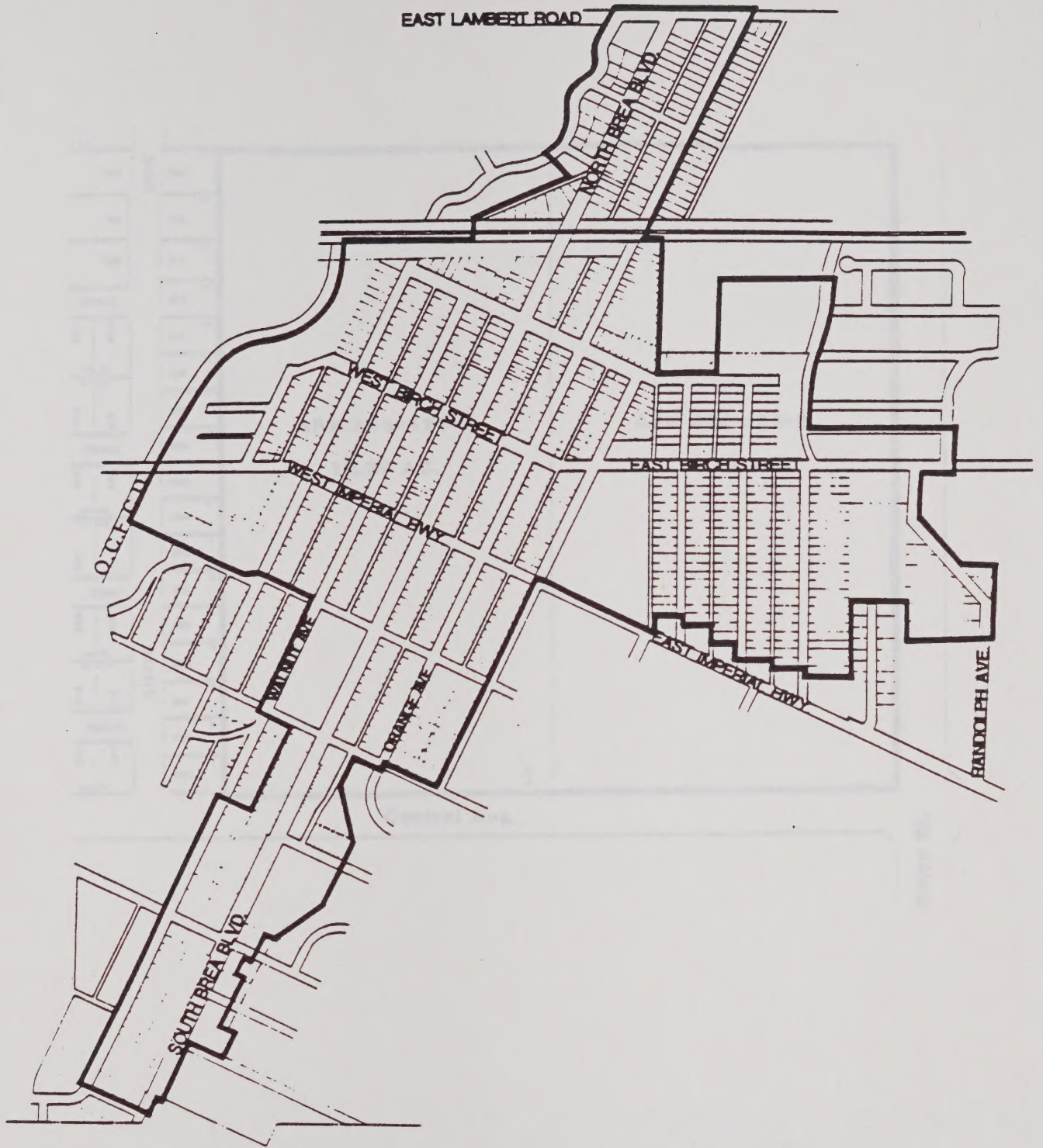
CARBON CANYON SPECIFIC PLAN

City of Brea

SP-1

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EXHIBIT 5a



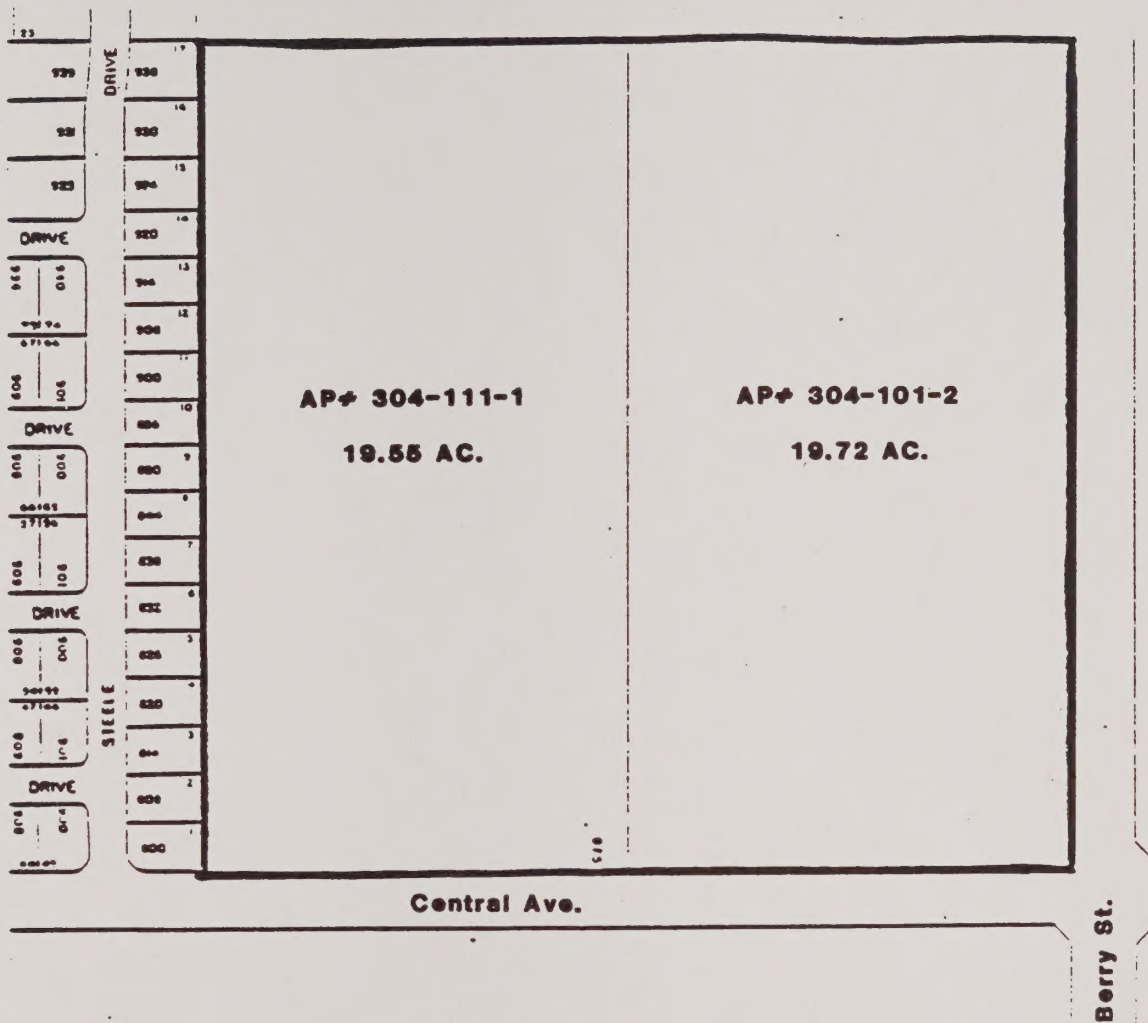
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TOMLINSON PROPERTY
SPECIFIC PLAN

EXHIBIT 5b

Specific Plan Area Boundaries

TOWNE PLAZA SPECIFIC PLAN



4. CIRCULATION ELEMENT

TOMLINSON PROPERTY SPECIFIC PLAN

No Scale

City of Brea
May 1986

EXHIBIT 5c

4. CIRCULATION ELEMENT

IV.

CIRCULATION ELEMENT

Introduction

The Circulation Element establishes a plan for achievement of a transportation system which provides for efficient intra-and inter-City movement of motor vehicles. The circulation/transportation system is designed to meet the facility demands generated by planned land uses. The Circulation Element sets forth a framework for an orderly pattern of development, providing maximum transportation efficiency while minimizing adverse impacts to the City's environmental quality.

Background information on the Circulation Element is contained in Technical Appendix C. The background data includes a summary of the North Orange County Circulation Study, the recommendations of that study which prompted changes to the City's Circulation Element in 1982, and the existing and future traffic volumes.

In addition to this, the Brea Traffic Improvement (Nexus Program) was completed in May 1995. The Nexus Program modeled the area within the City limits, the sphere of influence and the surrounding subregion to update the existing traffic volumes and forecast the future traffic volumes based on updated land uses. The eastern portion of the City was remodeled in 1996 to compare and analyze future traffic volumes based on proposed revisions to the Master Plan of Arterial Highways.

Issues and Opportunities

Several circulation and transportation issues and opportunities were identified following a review of background data. The statement of issues and opportunities is based upon City staff analysis, the Nexus Program data, the Carbon Canyon Specific Plan Study and several project-specific environmental impact reports.

Issues

1. There are natural and man-made physical features that act as circulation barriers which limit travel through Brea as well as to the rest of the region. Among the natural features are hills, ridges and canyons. Among the man-made physical features are freeways, rail lines, flood control channels, golf courses, parks and cemeteries.
2. There are several intersections where the flows of traffic, combined with physical lane characteristics, impede efficient circulation. There are four key problem areas:

- a) Imperial Highway/Orange Freeway
 - b) Imperial Highway/State College Boulevard
 - c) Lambert Road/State College Boulevard
 - d) Lambert Road/Orange Freeway intersections
3. The Orange Freeway interchanges concentrate traffic at the intersections of Imperial Highway/State College Boulevard and Lambert Road/State College Boulevard.
 4. There are no north-south arterial streets between Harbor Boulevard and Brea Boulevard south of Imperial Highway.
 5. Currently, there is peak hour congestion on Carbon Canyon Road.
 6. Planned future development in the Brea Carbon Canyon and Inland Empire area will generate volumes that exceed the roadway capacity of Carbon Canyon Road unless alternative transportation solutions are established.
 7. Traffic volumes in the City are significantly affected by development outside of the City. The three state highways 57 (Orange Freeway), 142 (Carbon Canyon Road) and 90 (Imperial Highway) carry most of the regional traffic; however, the other arterial streets are also impacted.

Opportunities

1. The Brea Nexus Program provides a data base and a model to evaluate circulation needs within a regional context.
2. The Towne Plaza Specific Plan will include infrastructure improvements to provide more efficient circulation in the downtown area.

Goals, Policies & Objectives

This sub-section present goals, policies and objectives of the City as they relate to circulation and transportation.

Goals

1. To promote the safe and efficient movement of people and goods.
2. To expand the circulation system to accommodate planned development.
3. To alleviate existing circulation system deficiencies.
4. To encourage alternate modes of transportation.

5. To increase the operation efficiency of the circulation system at both the local and regional levels.
6. To protect residential streets from arterial street traffic.

Policies

1. To coordinate with the Orange County Transportation Authority to respond to service demands as new development occurs.
2. To encourage new development to employ transportation system management strategies.
3. To require improved street access for all development.
4. To implement Brea Nexus Program recommendations to increase regional transportation efficiency.
5. To encourage provisions for bus turnouts in specific development projects.
6. To promote other means of achieving circulation and transportation efficiencies such as ride-sharing and staggered work hours.
7. To continue to work with Caltrans and the City of Fullerton to determine the feasibility of an interchange at the intersection of Bastanchury Road and the Orange (57) Freeway.
8. To continue to work with Caltrans on the development of the Birch Street frontage road.

Objectives

1. To improve the level of service at major intersections during morning and afternoon peak periods.
2. To continue toward real-time traffic signalization systems to improve traffic flow.
3. To minimize traffic congestion on all arterial streets, as feasible.
4. To provide an alternate transportation solutions to the Inland Empire area.
5. To improve access from the Orange Freeway to the Brea Mall vicinity.
6. To develop a local street system which encourages high quality business and residential development.

Implementation: Action Programs

The measures and action programs listed below are adopted for purposes of implementing the Circulation Element of the General Plan.

1. Adopt and continue to implement the Circulation Element map as shown on Exhibit 6. This reflects the recommendations of the "Tonner Canyon and Valley View MPAH Changes" study which included deletion of Valley View Avenue and Soquel Canyon Road.
2. Improvements will be completed at various intersections as planned development occurs.
3. Developments and public improvement projects shall include bus turnouts where feasible.
4. Future developments will be conditioned to provide pedestrian access.
5. A program will be developed to retrofit sidewalks along streets.
6. A program will be developed to correct and mitigate existing traffic safety problems at key intersections in the City.
7. The City should continue to participate in the Four Corners Transportation Policy and Growth Management Area to review traffic problems affecting the North Orange County area and to develop recommendations for implementation in the future by cities, Caltrans, and other public agencies.
8. The City should continue utilization of technology to maximize the efficiency of existing transportation infrastructure.
9. The City should complete the transportation infrastructure improvements identified in the City of Brea Transportation Improvement Program dated May 1995 and update the program at appropriate intervals.
10. The City should pursue extension of the proposed Orange County Urban Rail system northerly through Brea to connect with existing and proposed rail transportation in Los Angeles County.

BIKEWAY MASTER PLAN

INTRODUCTION

The following Bikeway Plan is a component of the Circulation Element of the Brea General Plan. This document is an update of the bicycle trail system depicted on the Park and Recreation Facilities Map in the Parks and Recreation Element of the Brea General Plan which was approved in June 1986. Upon adoption, this master plan will replace the bicycle trail plan as the basic policy document under which Brea's bikeway system will be developed.

Since the adoption of the Circulation Element in 1986, the bicycle has become a popular and practical alternative mode of transportation. The emphasis on alternative modes of transportation has grown in importance due to increased traffic congestion and air pollution. The Brea City Council recognized the need to update the bikeway plan and established the Trails Committee in September 1992 to formulate a bikeway master plan. With the construction of this integrated bikeway system, the bicycle can reach its full potential as an alternative transportation mode for commuting, shopping, as well as recreation.

ISSUES AND OPPORTUNITIES

1. The City of Brea has experienced many changes since the adoption of the General Plan in 1980.
2. The Master Bikeway Plan is incorporated in the Circulation Element of the General Plan, a plan that recognizes other modes of transportation.
3. There is an increasing need for people to have a safe and secure mode of transportation.

Purpose

The purpose of the Bikeway Master Plan is to establish goals, policies, standards and strategies to guide the development of Brea's bikeway system. The provisions of this master plan are intended to serve the needs of commuters and recreational riders. Emphasis is placed on routes which serve places of employment and commercial districts as well as establishing routes which connect bikeways to routes in surrounding cities. Another purpose is to provide bicycle routes which connect recreational centers such as parks and golf courses. The Bikeway Master Plan is intended to be a guide for the development of a quality bicycle route system which is consistent with the goals and objectives of other elements of Brea's General Plan.

Relationship to the General Plan

The Bikeway Master Plan is a part of the Circulation Element of the Brea General Plan. As such, it has equal status to all other general plan policies. Besides the Circulation Element, this bikeway plan is strongly related to the following General Plan Elements:

1. Land Use Element - Many of the bicycle routes depend on future land use development. Through the implementation of the General Plan land use policies, the completion of the bikeway system will be possible.
2. Open Space and Conservation Element - As stated in this element, two of the proposed bike paths follow scenic corridors which have resources worthy of preservation. These scenic corridors are Carbon Canyon Road. Three of the proposed bikeways are located along existing flood control channels, the Brea Canyon Channel, the Loftus Channel, and the Carbon Canyon Channel.
3. Parks and Recreation Element - Bicycling has become a major recreational pastime and therefore, a bikeway system will serve a recreational need for Brea's residents. The master plan will provide routes to connect regional and city parks.

ISSUES AND OPPORTUNITIES

1. The City of Brea has experienced many changes since the adoption of the Master Bicycle Trail plan in 1986.
2. The Master Bikeway Plan is better served in the Circulation Element as bicycle facilities complement other modes of transportation.
3. There is an increasing need for bicycle routes to serve the growing number of bicycle commuters.

4. The City of Brea needs to define the goals and policies for bikeways in order to guide new development in the City.
5. Brea's bikeway system should take into consideration existing regional bikeways and planned bikeways in surrounding cities.

GOALS, POLICIES & OBJECTIVES

Based on the above issues and an evaluation of the existing bikeway system, the following goal has been established for the Bikeway Master Plan:

Goal

It is the goal of the City of Brea Bikeway Master Plan to provide safe, convenient, and efficient routes for both commuter and recreational bicyclers.

Bikeway Policies

1. Bike routes need to be designed to connect major activity centers and employment centers with residential areas.
2. Bike routes need to be designed to serve the needs of both the commuter and the recreational rider.
3. Bicycle routes need to interface with the regional network and routes of adjacent cities and counties.
4. In order to provide safe conditions for the riders, bicycle routes should be separated from automobile traffic when possible.
5. Destination sites, such as shopping centers, employment centers, schools, and recreational areas, should be encouraged to provide bicycle racks and/or storage lockers.
6. Bicycle routes should use open space corridors, utility easements, public rights-of-way along flood control channels, parks, and railroad rights-of-way wherever possible.
7. Bike routes should be constructed in accordance with County and Caltrans standards.
8. The bicycle trail system should meet the needs of both the recreational and experienced bicycle rider.
9. Bicycle routes shall be included in all appropriate transportation and development projects.
10. Traffic control devices should be provided for bicycle crossings where warranted.

11. Bicycle routes and trails should be maintained and reviewed periodically.
12. Appropriate signs should mark all routes and trails.
13. The City should keep the citizens aware of the bicycle network through publication of a map which also notes safety and courtesy tips.
14. The City should actively seek funds from State, Federal, and private sources to develop and maintain bike routes and trails.

BIKEWAY MASTER PLAN

Three types of bike routes are indicated on the Brea Bikeway Master Plan (Exhibit 6A):

Class I Bike Path: a facility which is physically separated from motor vehicles and designed primarily for the use of bicyclers. A bike path may parallel a street or highway right of way or it may be a special right of way such as a flood control channel, utility easement, rail-road-right of way or open space corridor. These paths can provide both recreational and commuter opportunities.

The Brea Bikeway Master Plan includes the following Class I bike paths:

1. Brea Canyon Channel bike path. The proposed path begins at the County boundary on Brea Canyon Road and follows the roadway until it meets the planned future intersection of Northwood Avenue. At this junction the path follows the Brea Canyon Channel service road south to Imperial Highway where it turns west paralleling the highway to Berry Street. The pathway crosses Imperial Highway at the signal and joins the bike path within Arovista Park.
2. Southern Pacific Railroad bike path (Brea Trail). The proposed path begins at the corporate boundaries at Palm Street and follows the railroad right-of-way to Kraemer Boulevard. Across Kraemer Boulevard it joins the Fullerton Trail on the Loftus Channel service road. At the intersection of Saturn Avenue and the Loftus Channel, the path turns southward along Saturn Street where it becomes Class II bike lanes until it reaches Imperial Highway. At Imperial Highway, the path is again Class I as it turns eastward and follows the highway to the city limits.
3. Tonner Canyon bike path. The proposed path begins at the junction of Brea Canyon Road and Tonner Canyon Road and extends eastward along Tonner Canyon Road to the County boundary.
4. Carbon Canyon Road bike path (Carbon Canyon Trail). The proposed path begins at the intersection of Carbon Canyon Road and Valencia Avenue and follows Carbon Canyon Road until it reaches the City limits.

5. Valencia Avenue bike path (Valencia Trail). The proposed bike path begins at the Intersection of Imperial Highway and Valencia Avenue and extends northward along Valencia Avenue to the proposed landfill park. It continues through the park to the proposed road leading from the park to Tonner Canyon Road. It follows this proposed road until it joins the proposed bike path on Tonner Canyon Road.
6. Fullerton bike path (Fullerton Trail). Begins at Imperial Highway and the Loftus Channel on the regional Fullerton Trail and continues along the Loftus Channel service road until the Channel ends at Surveyor Avenue. The bike path continues south on Surveyor Avenue to Nasa Street where it turns east and follows the street to Valencia Avenue. It crosses Valencia Avenue and follows the Metropolitan Water District Power easement to Vesuvius Drive where the path crosses Rose Drive at the signal and joins the Carbon Canyon Park bike path.

Class II Bike Lane: a facility on the paved area of a road for preferential use by bicyclers. It is located along the edge of the paved area outside the motor vehicle travel lanes or between the parking lane and the motor vehicle lane. It is typically identified by "Bike Lane" guide signs, special lane lines, and other pavement markings. Bike lanes are one-way facilities intended to be ridden in the same direction as adjacent motor vehicle flow.

The Brea Master Bikeway Plan includes the following Class II bike lanes:

1. Rose/Birch/State College/Central regional bike lanes. Proposed regional bike lanes begin at Rose Drive and the city limits and continues north to Birch Street where the lanes follow Birch Street westward. At the intersection of State College Boulevard and Birch Street, the bike lanes turn north on State College and follow State College until it changes to Central Avenue at the intersection of Brea Boulevard. The lanes then proceed westward on Central Avenue to the city limits.
2. Kraemer Boulevard bike lanes. Proposed lanes begin on Kraemer Boulevard at the city limits south of Imperial Highway and proceed north on Kraemer until it terminates.
3. Lambert Road bike lanes. Proposed bike lanes begin at the intersection of Carbon Canyon Road and Valencia Avenue and proceed westward on Lambert Road to the intersection of Associated Road where the bike lanes terminate.
4. Associated Road bike lanes. The bike lanes begin at Imperial Highway and proceed north on Associated Road until the intersection of Birch Street. At Birch Street the proposed lanes turn eastward to the intersection of Associated Road where the lanes turn north and follow Associated Road as it turns into Wildcat Way. The proposed bike lanes follow Wildcat Way where it joins a proposed road which travels east to a terminus at Valencia Avenue.
5. Birch Street bike lanes. Proposed bike lanes begin at State College Boulevard and proceed west on Birch Street until Birch terminates in the new Downtown.

6. Berry Street bike lanes. Proposed bike lanes begin at Imperial Highway and follow Berry Street north until it terminates at Northwood Avenue.
7. Puente Street bike lanes. Proposed bike lanes begin at Imperial Highway and follow Puente Street to Northwood Avenue where the bike lanes terminate.
8. Northwood bike lanes. Proposed bike lanes begin at intersection of Puente Street and Northwood Avenue and extend east on Northwood Avenue to the proposed extension of Northwood Avenue which terminates at Brea Boulevard.

Class III Bike Route: a facility typically identified as a bicycle route by "Bike Route" guide signing only. There are no special lane designations and parking may be permitted. Bicycle traffic shares the roadway with motor vehicles. Bike routes are established as a means to connect otherwise discontinuous segments of Class I or Class II bikeways.

The Brea Bikeway plan includes the following Class III bike routes:

1. Whittier Boulevard bike route. Proposed bike route begins at the city limits on Whittier Boulevard and proceeds east on Whittier Boulevard to Puente Street where it terminates.
2. Elm Street bike route. This existing bike route begins at State College and Elm Street and proceeds west on Elm Street to Arovista Park where it joins the bike trail within the park boundaries.
3. Brea Boulevard bike route. Proposed bike route begins at the southern city limits on Brea Boulevard and follows the boulevard north until the roadway becomes Brea Canyon Road beyond the city limits.

DESIGN STANDARDS

The basis for the design of bikeways in the City of Brea shall be Chapter 1000 of the Caltrans Highway Design Manual followed by Chapter 1000 of the Orange County Highway Design Manual.

IMPLEMENTATION PROGRAMS

1. Phasing of bikeway improvements

The Trails Committee established three top priority bikeways which include Birch Street, Kraemer Boulevard, and the Southern Pacific Railroad.

2. Regulatory procedures

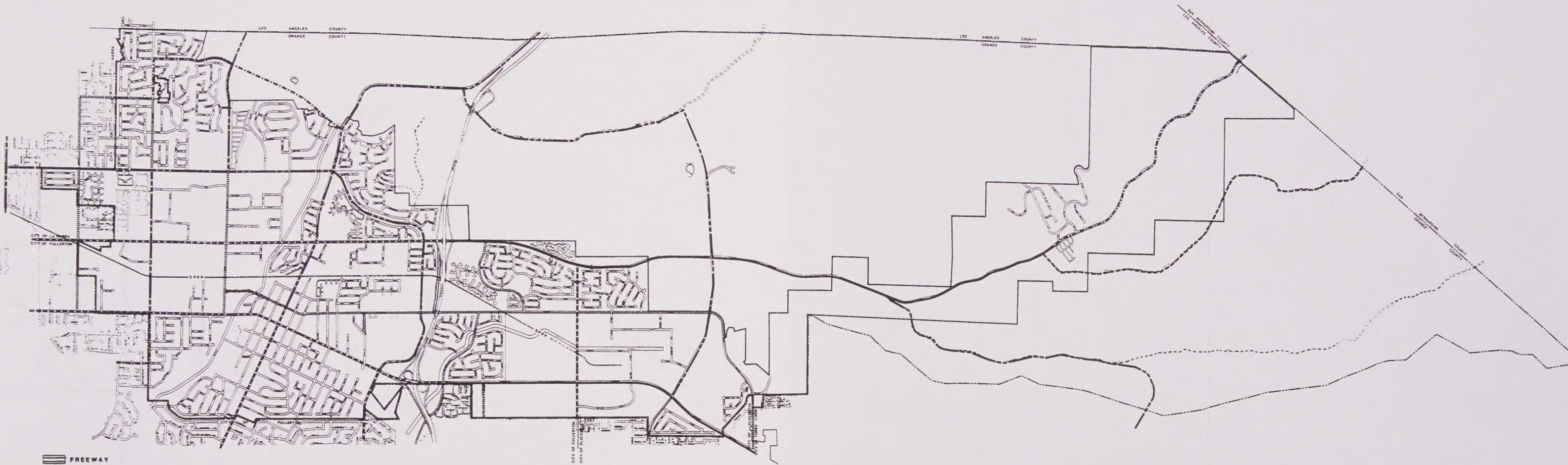
The City shall exercise its regulatory power to ensure that subdivision maps and other development projects are consistent with the Master Bikeway Plan and related bikeway policies. On street bicycle lanes (Class II) are usually provided when streets are constructed, or reconstructed, or the pavement is overlaid. Separated bike paths (Class I) are constructed when development occurs or when negotiated agreements with other public agencies such as the County Flood Control District can be arranged. Often, off road bike paths require the construction of underpasses and or bridges to avoid street crossings.

3. Funding

The completion of the bikeway system depends on new roadway construction, new development, and revenue from the Capital Improvement Program as well as grants. The City shall pursue revenue from grant programs such as The State Office of Bicycle Facilities Bicycle Lane Account, the Clean Air Transportation Improvement Act of 1990, the State Highway Account, the Air Quality Management District bicycle funding, and the Federal Government Intermodal Surface Transportation Efficiency Act.

MAINTENANCE

The City shall adopt standards which ensure that the bicycle paths and lanes are swept regularly, the surface is maintained, and the striping and signing is replaced at regular intervals.



-  **FREEWAY**
-  **MAJOR** 6 or more lanes, divided **120' R.O.W.**
-  **MAJOR** 6 lanes, divided **100' R.O.W.**
-  **PRIMARY** 4 lanes, divided
-  **SECONDARY** 4 lanes, divided - undivided
-  **COMMUTER** 2 lanes, undivided

1995 Recommended Arterial System Map

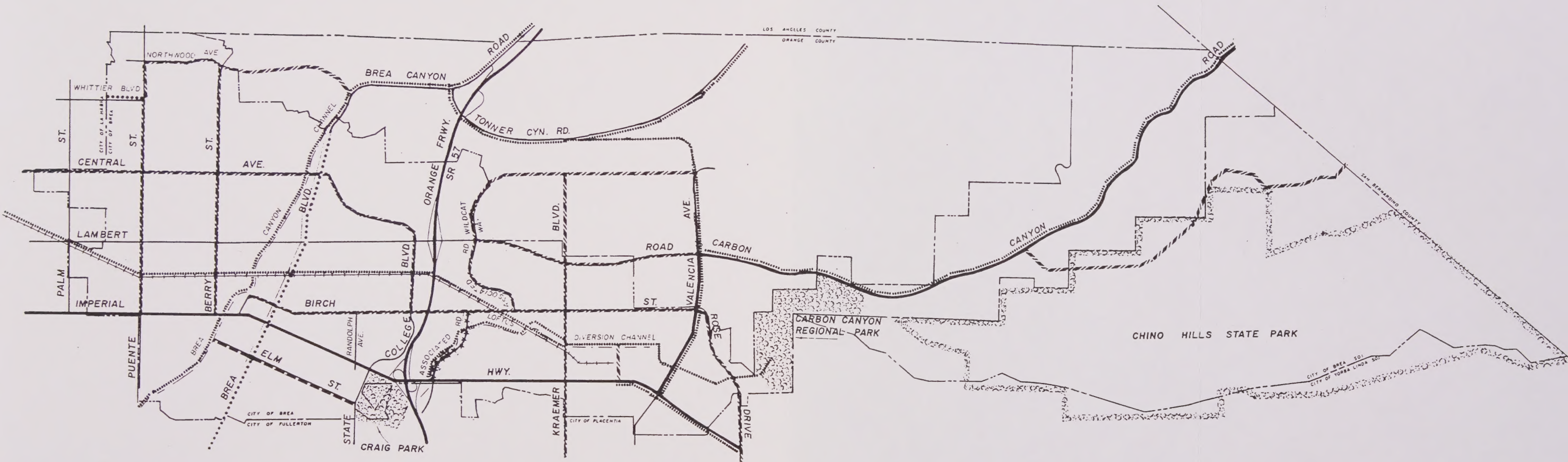
CIRCULATION ELEMENT

CITY OF BREA

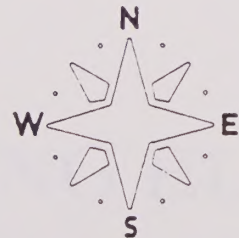


Amended by P.C. Resolution 86-29
5-27-86

EXHIBIT 6



PREPARED BY JEC & RYL
APRIL 1993



SCALE

LEGEND

- PROPOSED CLASS I
- ***** EXISTING CLASS II
- PROPOSED CLASS II *
- PROPOSED CLASS III
- EXISTING CLASS III

CITY OF BREA

BIKEWAY MASTER PLAN

5. HOUSING ELEMENT

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The Housing Element is one of seven required elements which are included in the Brea Comprehensive General Plan. The Brea Housing Element, pursuant to State law, must respond to four major issues:

- ## PURPOSE OF THE ELEMENT

"The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." (Section 65581).

General, statewide purposes of local housing elements are influenced by the legislative policy and intent of Article 10.6. Section 65581 contains the following declarations which describe the legislature's intent in enacting the most recent revisions to the housing element law:

"(a) To assure that counties and cities will prepare and implement housing elements which, along with federal and state programs, will move toward the attainment of the state housing goal."

"(b) To recognize that each locality is best capable of determining what efforts are required by it to contribute to the attainment of the state housing goal, provided such a determination is compatible with the state housing goal and regional housing needs."

"(c) Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community."

"(d) The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the state in addressing regional housing needs."

The Brea Housing Element is organized to present information according to the six principal topics listed below:

1. Progress Report (Section 2)
2. Housing Needs Assessment (Section 3)
3. Inventory of Resources and Constraints (Section 4)
4. Statement of Goals, Objectives and Policies (Section 5)
5. Five-Year Housing Program (Section 6)
6. Internal Consistency (Section 7)

Section 2 is a "progress report" on the implementation of Brea's 1986 Housing Element and consists of:

1. Element effectiveness/results
2. Progress in implementation
3. Appropriateness of goals, objectives and policies

Section 3 is the assessment of housing needs which includes an analysis of the following factors:

1. Condition of the existing housing stock
2. Housing costs in relation to ability to pay
3. Housing needs of special groups
4. Population and employment trends and projections
5. Share of regional housing needs

Section 4 is the inventory of resources and constraints which includes an assessment of the factors listed below.

1. Land supply: residential acreage; availability of suitable residential sites
2. Availability and capacity of local public services and facilities
3. Residential land use and zoning controls
4. Building codes and enforcement
5. Site improvement requirements
6. Fees and other exactions required of residential developments
7. Local processing and permit procedures
8. Utilization of State and Federal housing programs
9. Land costs
10. Construction costs
11. Availability of financing

Section 5 consists of:

1. Statement of Brea's housing goals.
2. Quantified objectives for the maintenance, improvement and development of housing.
3. Housing policies.

Section 6 is the 5-year Housing Program which consists of implementing actions relative to:

1. Land use controls.
2. Regulatory concessions.
3. Federal and State subsidy programs.

AUTHORIZATION

As noted earlier, housing elements were mandated by legislation enacted about two decades ago in 1967. In 1977, "Housing Element Guidelines" were published by the State Department of Housing and Community Development (D/HCD). The "guidelines" spelled out not only the detailed content requirements of housing elements but also gave the D/HCD a "review and approval" function over this element of the General Plan. In 1981, the Roos Bill was passed, thereby enacting Article 10.6 of the Government Code. This bill, in effect, placed the guidelines into statutory language and changed the D/HCD's role from "review and approval" to one of "review and comment" on local housing elements.

Article 10.6 requires an update of the housing element every five years. After adoption by the Brea City Council, another revised element is mandated by 1994. By that time, much of the data and statistics from the 1990 Federal Census of Population and Housing should be available for the required update. The 1994 Brea Housing Element also will need to address the progress made on achieving the goals and objectives stated in this Housing Element.

REVIEW BY STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

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Pursuant to State law, the City transmitted a Draft 1989-1994 Housing Element to the State Department of Housing and Community Development (HCD) on July 3, 1989. That Draft was an amended housing element and subject to a 45-day review period by the State HCD. On August 1, 1989, the Department transmitted to the City its comments on the Draft and noted that "... certain revisions are needed for the element to comply with State law". Many of the revisions requested concerned technical and data matters. Some of the requested revisions did affect policy and program options, including the "... use of public powers to assist in the development of housing for low- and moderate-income households".

Concurrently with responding to the States HCD comments on the Draft Housing Element (July 1989), the City and Redevelopment Agency initiated a comprehensive analysis of ways and means to address Brea's affordable housing needs. These initiatives included:

- ✓ Preparation of an Affordable Housing Strategy (1990-2000) for the use of the Redevelopment Agency's Low and Moderate Income Housing Fund. (Refer to Appendix E for a summary of the alternatives explored as part of the Affordable Housing Strategy.)
- ✓ Completion of an analysis and description of alternative revenue sources for contributing to a Housing Trust Fund.
- ✓ Creation of an Affordable Housing Technical Resource Team consisting of real estate, legal public interest and staff experts to provide the City Council on future directions and priority setting.

Because all of the initiatives impinged on housing policy, the Revised Draft Housing Element was continued until input from the foregoing was obtained. In addition, during the time period of the element revision, State laws were enacted which affected the content requirements of local housing elements:

1. An analysis and program response for assisted housing at risk of conversion to market rate housing (if any).
2. Description of the use of moneys in redevelopment agency's Low and Moderate Income Housing Fund.

3. An analysis of the progress made toward meeting regional housing needs.

The revised draft includes material addressing these recent revisions to State law.

RELATIONSHIP TO OTHER ELEMENTS

The Housing Element is consistent with the other Brea General Plan elements including the Land Use Element and with the Carbon Canyon and Towne Plaza Specific Plans. Stated briefly below are the major aspects of interrelationship between the Land Use and Housing Elements and adopted specific plans:

- Residential land use densities.
- Suitability of land for various housing types, densities and products.
- Amount of land allocated to residential land use.
- Goals and policies affecting housing and residential land characteristics.
- Future holding capacities.

PUBLIC PARTICIPATION

State housing law requires public participation by all economic segments in the element preparation process. To meet this requirement, the City of Brea Housing Element was prepared with the following public input:

- Citizen participation and involvement for the preparation of the 1986 Housing Element including study sessions, public hearings and meetings with the Economic Enhancement Committee.
- Interviews with social service organizations to gather information on concerns, needs and issues.
- Circulation of the (revised) Draft Housing Element to adjacent cities and County of Orange.

- Public hearings with the Planning Commission and City Council.
- Availability of the Brea Draft Housing Element at public places such as the library and Chamber of Commerce.
- Extensive discussions with community organizations including Chamber of Commerce, service clubs, ministerial associations and homeowners associations.

ELEMENT EFFECTIVENESS RESULTS

The City's current Housing Element was adopted in 1984. Between 1984 and 1989, the following quantified results have been attained:

- ✓ 35 housing units have been rehabilitated.
- ✓ 157 rental-assured units have been constructed.
- ✓ 411 housing units have been constructed.

The City's "rental assistance program" from 1986 to 1989 consisted of:

1. Town and Country (700 Block of North Brea Boulevard)
 - 20% (24 dwelling units) are available to low/moderate income families;
 - Rental apartment complex.

INTRODUCTION

Section 65588(a) provides that each community shall review its housing element as frequently as appropriate, but at least once every five years. Such a review, according to State Department of Housing and Community Development focuses on:

- ✓ Effectiveness of the element (Section 65588 [a][2]): A comparison of the actual results of the earlier element with its goals, objectives, policies and programs. The results should be quantified where possible (e.g., rehabilitation results), but may be qualitative where necessary (e.g., mitigation of government constraints).
- ✓ Progress in implementation (Section 65583 [a][3]): An analysis of the significant differences between what was projected or planned in the earlier element and what was achieved.
- ✓ Appropriateness of goals, objectives and policies (Section 65588 [a][1]): A description of how the goals, objectives, policies and programs of the updated element incorporate what has been learned from the results of the prior element.

ELEMENT EFFECTIVENESS/RESULTS

The City's current Housing Element was adopted in 1986. Between 1986 and 1989, the following quantified results have been attained:

- ✓ 38 housing units have been rehabilitated.
- ✓ 127 rental-assisted units have been committed.
- ✓ 411 housing units have been constructed.

The City's "rental assistance program" from 1986 to 1989 consisted of:

1. Town and Country (700 Block of North Brea Boulevard)
 - 20% (24 dwelling units) are available to low/moderate income tenants;
 - Rental apartment complex.

2. Heritage Plaza Senior Apartments

- \$100 rental subsidy is available to the tenants of 35 dwelling units;
- Starting date: May 1989.

3. Brea Woods Senior Housing

- \$100 rental subsidy is available to tenants of 49 dwelling units. Current projected rental rate is \$568/month.

4. Orange Villa — Proposed Senior Project (double occupancy)

- 9 dwelling units are rented at \$650/month;
- \$100 rental subsidy will be available to tenants of 9 additional dwelling units.

Several community planning activities were completed during the 1986-89 time period to facilitate the production of housing in Brea. These are summarized in Chart 1.

Amber Hill I, Tract 12743	1987	Added 30 acres of unincorporated, undeveloped land to the City; added 73 single-family units to Brea's housing stock.
Site Zone Change 47-2 (Senior Housing)	1987	Zone change from CC to R3 (PD) to allow development of 139 rental units.
Zoning Code — Town Amendment	1988	Increased maximum dwelling units per acre from 9.68 to 12 within R2 zone.
HIPSP Amendment 89-1	1989	Down-zoning from High Density to Low Density Residential; allowed development of 100 dwelling units within a 9-acre area bounded by Laurel, Redwood and Ash; various zoning allowed up to 270 dwellings with substantial parking. Moreover it preserved some of the City's most affordable units, particularly single-family dwellings.

CHART 1
CITY OF BREA: ZONE CHANGES, SPECIFIC PLAN AMENDMENTS
AND OTHER ACTIONS IMPACTING THE HOUSING STOCK
1986 TO 1989

PROJECT	YEAR	IMPACT
Brea Town Plaza Specific Plan (BTPSP)	1986	Streamlined project processing to expedite implementation of the BTPSP; changed residential zones to general categories (i.e., low, medium and high density) to allow flexibility in residential product type and design.
J.M. Peters Single-Family Residential Subdivision	1986	Added 79 acres of unincorporated, undeveloped land to the City; added 121 single-family units to Brea's housing stock.
Amber Hill I, Tract 12743	1987	Added 20 acres of unincorporated, undeveloped land to the City; added 78 single-family units to Brea's housing stock.
Shea Zone Change 87-2 (Senior Housing)	1987	Zone change from CG to R3 (PD) to allow development of 139 rental units.
Zoning Code — Text Amendment	1988	Increased maximum dwelling units per acre from 9.68 to 12 within R2 zone.
BTPSP Amendment 89-1	1989	Down-zoning from High Density to Low Density Residential; allows development of 100 dwelling units within a 9-acre area bound by Laurel, Redwood and Ash; previous zoning allowed up to 270 dwellings with subterranean parking. Moreover, it preserved some of the City's most affordable units, particularly single-family dwellings.

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3. Implementation of the Redevelopment Project Area AB Goals.
4. Completion of the Comprehensive Market Area and Land Use Study.
5. Preparation of an Affordable Housing Strategy to guide the use of the Redevelopment Agency's 20% set-aside funds earmarked for the development of low and moderate income housing.
6. Expenditure of the 20% set-aside, Low and Moderate Housing Fund, on selected projects, as a means to facilitate the production of new affordable housing.
7. Completion in Phases of research on the establishment of a Housing Trust Fund to augment other resources available for the rehabilitation, preservation and production of affordable housing.
8. Facilitation of new construction on a few larger vacant sites and infill land.

ANNUAL PROGRESS REPORT

Government Code Section 65400 requires each city and county planning agency to provide an annual report to the legislative body on the status of the local general plan and progress in its implementation. Chapter 1441 of the Statutes of 1990 (SB 2274) added that this annual report must include "the (locality's) progress in meeting it's share of regional housing needs determined pursuant to section 65584.

Housing element law (Section 65588[a] and [b]) provides that housing element should be reviewed as frequently as appropriate, but not less often than every five years, and should be evaluated for, among other factors, "The progress of the city, county, or city and county in implementation of the housing element," and "The effectiveness of the housing element in attainment of the community's housing goals and objectives." The reports on progress toward meeting regional share would be appropriate to include in this part of the housing element.*

**State Department of Housing and Community Development, "Reporting Progress Toward Meeting Regional Housing Needs", (December 1990) page 5.*

The following data present housing construction trends by annual time increments from July 1989 to March 1991:

July 1989 through June 1990

Permits issued for single family homes	36
Units completed — single family homes	8
Permits issued for multiple family apartments	7
(Total number of units)	50
Units completed — multiple family apartments	76

July 1990 through March 1991

Permits issued for single family homes	1
Units completed — single family homes	62
Permit issued for multiple family apartments	3
(Total number of units)	7
Units completed — multiple family apartments	52

With the frequency to which the needs assessment is performed under the following four subject headings:

1. Housing Stock Challenge
2. Existing Housing Needs for All Income Levels:
 - ability to pay
 - overcrowding
 - special housing needs
3. Projected Housing Needs for All Income Levels:
 - population trends
 - employment trends
 - share of regional need
4. Energy Conservation in New Development

INTRODUCTION

The Housing Needs Assessment encompasses the following factors:

- Analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels. Such existing and projected needs shall include the locality's share of the regional housing need. (Section 65583 (a) (1) of the Government Code) (emphasis added).
- Analysis and documentation of household characteristics including level of payment compared to ability-to-pay, housing characteristics, including overcrowding, and housing stock condition. (Section 65583 (a) (2)) (emphasis added).
- Analysis of any special housing needs, such as those of the handicapped, elderly, large families, farm workers, and families with female heads of households, and families and persons in need of emergency shelter. (Section 65583 (a) (7)) (emphasis added).
- Analysis of opportunities for energy conservation with respect to residential development. (Section 65583 (a) (7)) (emphasis added).

With the foregoing in mind, the needs assessment is presented under the following four subject headings:

1. Housing Stock Condition;
2. Existing Housing Needs for All Income Levels;
 - ability to pay
 - overcrowding
 - special housing needs
3. Projected Housing Needs for All Income Levels;
 - population trends
 - employment trends
 - share of regional need
4. Energy Conservation in New Development.

HOUSING STOCK CONDITION

Introduction

There are differences between housing stock condition and housing improvement needs. The term "condition" refers to the physical quality of the housing stock; the quality of individual housing units or structures may be defined as either sound, deteriorating or dilapidated. Housing improvements, on the other hand, refer to the nature of the "remedial" actions necessary to correct defects in the housing condition such as demolition, minor repairs, major repairs and rehabilitation.

Assessment

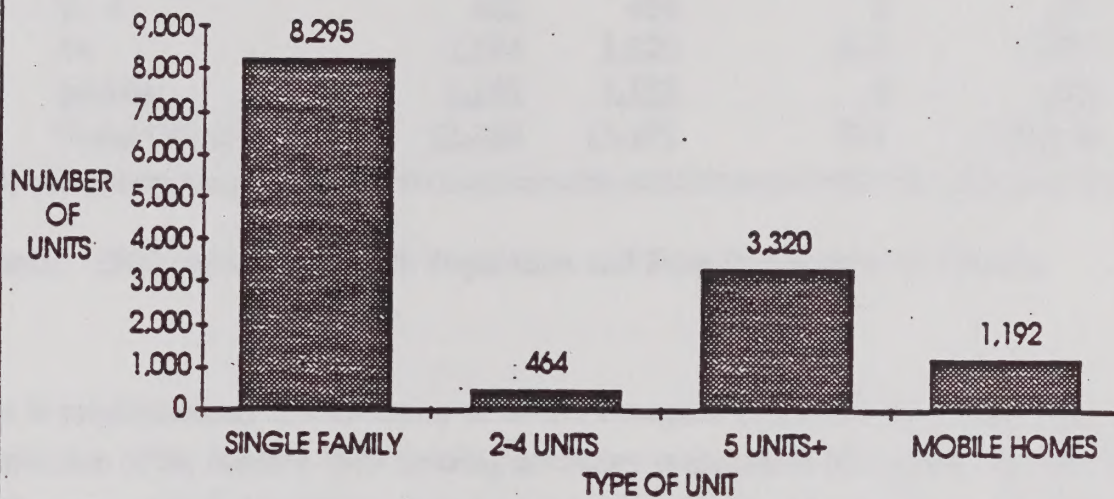
As of January 1989, Brea had a housing stock comprised of 13,271 dwelling units and a population of 27,910. Most of Brea's housing units are single-family dwellings; the complete breakdown is listed below in Table 1 and illustrated by Chart 1.

TABLE 1
COMPOSITION OF THE HOUSING STOCK: JANUARY 1989

	<u>Number</u>	<u>Percent</u>
Single-Family	8,295	62.5%
2 to 4	464	3.5%
5+	3,320	25.0%
Mobile Home	<u>1,192</u>	<u>9.0%</u>
Total Units:	13,271	100.0%

Source: California State Department of Finance, January 1989.

CHART 2
CITY OF BREA
COMPOSITION OF THE HOUSING STOCK-JANUARY 1989



In 1984, the City's housing inventory included 12,480 dwelling units. Between January 1984 and January 1989, the stock has increased by 2,068 dwellings. The gains by housing type are summarized below in Table 2.

TABLE 2
CHANGES IN THE HOUSING SUPPLY: 1984 - 1989

	<u>1984</u>	<u>1989</u>	<u>Change</u>	<u>Percent</u>
Single-Family	7,938	8,295	357	45.1%
2 - 4	462	464	2	.3%
5+	2,894	3,320	426	53.8%
Mobile	<u>1,186</u>	<u>1,192</u>	<u>6</u>	<u>.8%</u>
Total Units:	12,480	13,271	791	100.0%

Source: 1980 Federal Census of Population and State Department of Finance.

Brea is predominantly a community of owner-occupied single-family homes. The tenure distribution of the January 1989 housing inventory is estimated to contain 8,491 owner and 3,959 renter-occupied dwellings based on the owner-renter ratios existing at the time of the 1980 Census.

Housing Condition Surveys

Previous Housing Condition Surveys

An important indicator of the existing condition of the housing supply is the number of structurally substandard units, or units needing rehabilitation or replacement. While the majority of the housing units within the City are in relatively good condition, as the existing stock ages the number of housing units needing rehabilitation or replacement can be expected to increase.

In October 1984, a field survey on the condition of the housing stock was conducted in seven of nine areas of Central Brea to update an earlier survey conducted in 1979. These areas are located within the boundaries of the priority target areas for rehabilitation loans and grants. In both absolute and relative measures the condition of housing in Brea's oldest neighborhoods has improved as older, deteriorated structures were razed and eliminated from the inventory. At the same time formerly deteriorating dwellings had become upgraded to sound condition through their rehabilitation. The addition of new housing in specific sub-areas concurrently had served to increase the number and percentage of housing in sound condition.

Three general categories were used in both 1979 and 1984 to assess the condition of the housing stock. These three categories included:

- Sound — only slight defects or none at all.
- Deteriorating — not more than two intermediate or a single major defect but still providing safe and adequate shelter.
- Dilapidated — several intermediate defects or a critical defect plus extensive evidence of neglect or serious damage.

Table 3 presents the 1984 Survey of Housing Conditions:

TABLE 3
CITY OF BREA: SURVEY OF HOUSING CONDITIONS — 1984

<u>Category</u>	<u>Number</u>	<u>Percentage</u>
Sound	879	73.6%
Deteriorating	235	19.7%
Dilapidated	81	6.7%
	1,195	100.0%

Source: 1984 Survey of Housing Conditions conducted by Castañeda & Associates.

1989 Survey of Housing Conditions

In June 1989, a survey of housing conditions was completed for two purposes: 1) to ascertain key indicators of housing stock condition at the neighborhood level; and 2) to provide data input to the City's Housing Element update. While the 1979, 1984 and 1989 surveys are not directly comparable, the major conclusions concerning housing condition are very similar:

- The vast majority of the housing inventory is in sound condition and well-maintained.
- The housing stock in deteriorating condition within certain areas of Central Brea has decreased greatly.
- Dilapidated housing has decreased moderately between 1984 and 1989.

Table 4 reports on changes to serious housing condition problems in Central Brea by sub-area. Exhibit 1 delineates the boundaries of each sub-area.

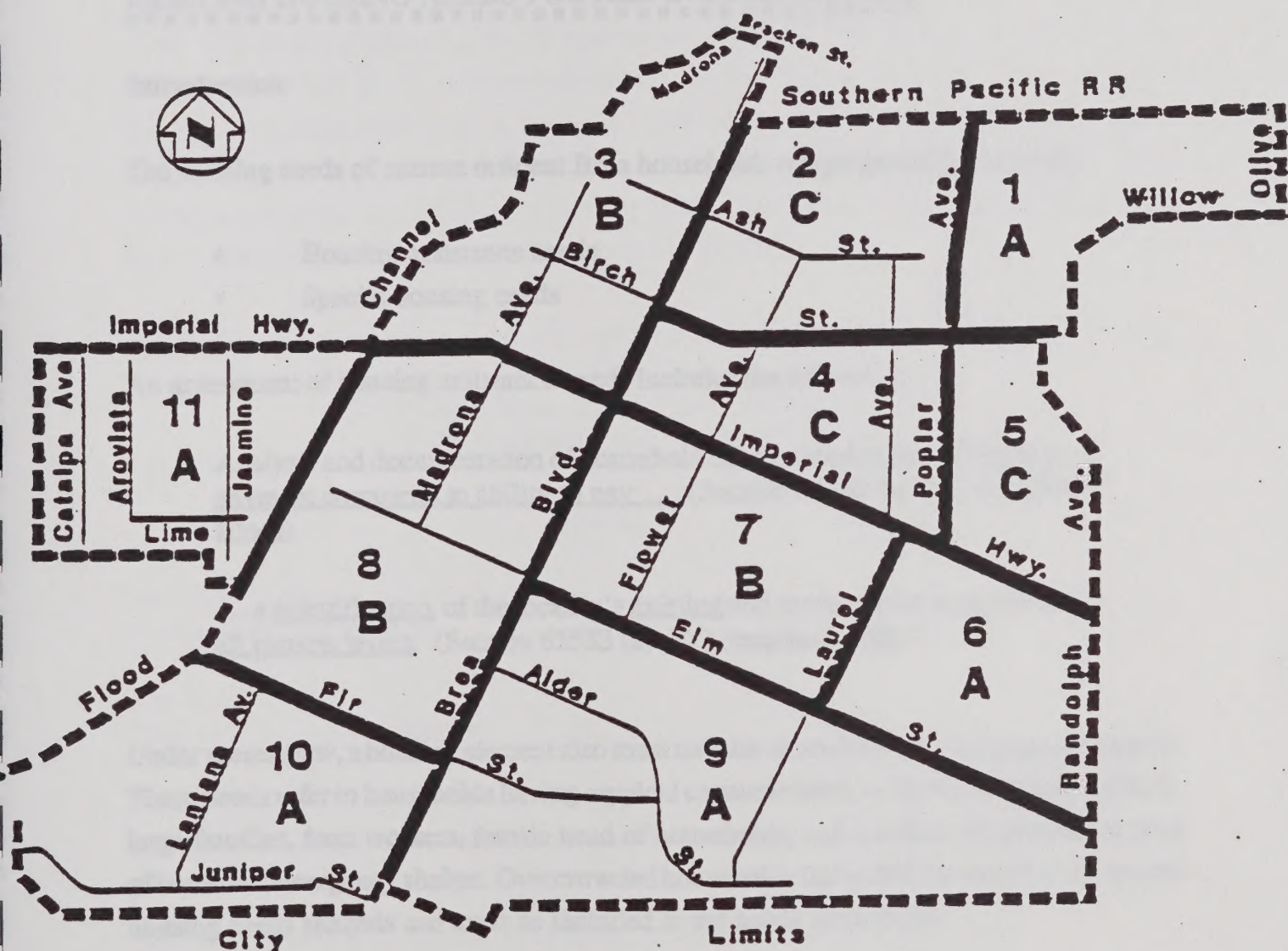
TABLE 4
CITY OF BREA
CONDITION OF THE HOUSING STOCK BY SUB-AREA
AND QUALITY — 1984 TO 1989

Sub-Area	<u>Housing Stock Condition</u>			
	<u>Deteriorating</u>		<u>Dilapidated</u>	
	<u>1984</u>	<u>1989</u>	<u>1984</u>	<u>1989</u>
2	25	15	10	17
3	48	19	33	19
4	49	35	10	10
5	43	5	15	7
6	3	5	0	0
7	39	10	2	2
8	22	12	11	7
Total:	236	101	81	62

Source: 1989 Housing Condition Survey conducted by Castañeda & Associates.

Detail of Priority Target Area

Numbers and letters designate sub-areas



The current estimates of housing improvement needs are summarized below:

- ✓ Rehabilitation Needs = 101
- ✓ Replacement Needs = 62

Given that the City's housing inventory as of January 1989 was 13,271 housing units, the community's housing improvement needs are relative low.

EXISTING HOUSING NEEDS FOR ALL INCOME LEVELS

Introduction

The housing needs of current resident Brea households are presented in two ways:

- Housing assistance needs
- Special housing needs

An assessment of housing assistance needs includes the following:

Analysis and documentation of household characteristics, including level of payment compared to ability to pay ... (Section 65583 (a) (2)) (emphasis added)

... a quantification of the locality's existing and projected housing needs for all income levels. (Section 65583 (a) (1)) (emphasis added)

Under present law, a housing element also must include an analysis of special housing needs. These needs refer to households having atypical characteristics — the handicapped, elderly, large families, farm workers, female head of households, and families and persons in need of homeless emergency shelter. Overcrowded households fall within the intent of the special housing needs analysis and must be included in the needs assessment.

Housing Assistance Needs

California housing law requires regional planning agencies to identify "existing" and "future" housing needs every five years. The Southern California Association of Governments is the regional planning agency responsible for estimating the existing and future needs, in quantifiable terms, for the cities in the six county area encompassed by Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial Counties. In 1983, the need figures were contained in a report known as the Regional Housing Allocation Model.

In the 1988 Regional Housing Needs Assessment (RHNA), existing need is defined as the number of resident lower income households paying 30% or more of their income for housing. According to the RHNA, there are 1,506 resident lower income households paying 30% or more of their income on housing costs. This number equals 12.1% of Brea's total resident households — 12,450 as of January 1989. The income and tenure distribution of these 1,506 lower income households is listed in Table 5.

TABLE 5
CITY OF BREA: EXISTING HOUSING NEED
BY INCOME AND TENURE: 1988

	<u>Owner</u>	<u>Renter</u>	<u>Total</u>
Very Low Income (0-50% of median income)	195	593	788
Low Income (50% - 80% of median income)	191	527	718
Total:	386	1,120	1,506

Source: Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, June 1988.

Special Housing Needs

The State Department of Housing and Community Development has explained how special housing needs differ from other housing needs in the following terms:

“Special housing needs are those associated with relatively unusual occupational or demographic groups, such as farmworkers or large families, or those which call for unusual program responses, such as preservation of residential hotels or the development of four-bedroom apartments.” *

1. Handicapped Households

Households with one or more members who have physical handicaps sometimes require special design features in the housing they occupy. Some, but certainly not all, handicapped households also have housing assistance needs. The focus of handicapped households as a special need segment is primarily on their number and economic situation.

The needs and problems of the disabled and handicapped population have been described as follows:

The major housing problems of disabled people are the lack of affordable accommodations and inadequate accessibility to newly built or existing housing. These basic problems are caused by a variety of factors: a) subtle, or not so subtle, discrimination; b) lack of understanding and sensitivity to the needs of the disabled; c) lack of financial resources and incentives available to those who want to make their buildings accessible and; d) lack of knowledge as to how accessibility can be improved.

General solutions include: a) public recognition and commitment to correcting the problems; b) education of and dissemination of information to the public and building owners; c) modifications to existing codes and regulations; d) enforcement of existing laws and regulations; and e) increased financial assistance for housing programs. **

* *State Department of Housing and Community Development, "Housing Element Questions and Answers," (March 1984).*

** *The Center for Independent Living Inc., Berkeley and the Northern Section, Cal Chapter of the American Planning Association, A Guidebook on the General Plan and Disabled, June 1981.*

The Federal Rehabilitation Act of 1973, Section 104.3(j) defines a disabled person as "any individual who has a physical or mental impairment which substantially limits one or more major life activities, has record of such an impairment, or is regarded as having such an impairment". According to a county-wide needs assessment conducted by United Way in 1986, there are approximately 300,000 permanently disabled persons residing in Orange County. This equals a prevalence rate of 14%. The United Way was contacted to determine whether new data had been compiled since the 1986 survey. Population information regarding the handicapped has not been revised. The 1986 study contains the most recent data available.

The State Department of Rehabilitation estimates that there are approximately 230,000 Orange County residents who are physically disabled and 130,000 who are developmentally disabled. This Department was contacted to determine whether that agency maintains city specific data on handicapped persons. The State Department staff indicated that assumptions could not be made from their client base as it represents only a portion of the handicapped individuals in each community. The Rehabilitation Department provides vocational rehabilitation to disabled youths and adults. The client base changes frequently and their housing needs vary greatly, depending on the disability. That agency suggested a guideline of approximately 10% handicapped in any given population.

It is estimated that there are 1,294 handicapped households residing in Brea based on the following factors:

- Prevalence rate of 12% (mid-point of United Way and State rates, as reported below).
- January 1989 population estimate of 33,538 for Brea.
- Number of handicapped persons equals 4,024.
- Average household size of 2.69, as of January 1989.
- Therefore, there are 1,497 households with one member being handicapped.

The State Rehabilitation Institute was contacted regarding handicapped data. That agency provides out-patient rehabilitation and adult daycare. No data are kept on a city specific basis.

In 1988, the Dayle McIntosh Center for the Disabled conducted a county-wide needs assessment to determine the highest areas of concerns among persons with disabilities living in Orange County. Housing was rated the number two concern of the 33 separate issues ranked by respondents. The two most prevalent housing needs for persons with disabilities are *accessibility* and *affordability*, according to the Dayle McIntosh Center. Individuals who are mobility impaired usually need housing that can accommodate wheelchairs or have level entry ways and no interior or exterior stairs.

Staff of the Dayle McIntosh Center was contacted for additional information regarding housing needs of the handicapped. The staff contacted indicated that most of the Center's clients are recipients of Social Security Disability Insurance (SSDI). The majority are unable to work while some can work only part-time. Affordability is the greatest housing problem facing the handicapped, according to the DMC staff.

Another key concern is wheelchair accessibility. Legal requirements for handicapped access are fairly recent. Older housing, which is typically the only housing in handicapped person can afford, is not designed to accommodate a wheelchair. The Dayle McIntosh Center does not maintain data on the number of handicapped persons needs on a city specific basis. These factors can vary widely throughout the county.

The Center for Vocational Education for the Handicapped estimates that only one third of the adult disabled population is employed. A majority of Orange County's handicapped residents' income fall below 50% of the County's median income. As recipients of SSDI, many disabled persons receive fixed incomes that average \$620 per month, which places them at a disadvantage when faced with inflation and rising home costs. Since most disabled persons cannot qualify for home ownership, they are forced into the already crowded rental housing market.

Mention should also be made of the need for residential facilities to use persons who are unable to live independently or who need supervision or skilled nursing care. There is a shortage of congregate care facilities, board and care homes, and convalescent centers in Orange County. Age appropriate placement is seldom possible. This is particularly crucial to the aging parents of adult disabled children or to newly disabled individuals who have not acquired the skills to maintain an independent lifestyle.

2. Elderly Households

As of January 1989, it is estimated that there are 2,079 persons 65 years plus residing in Brea; this represents 6.2% of the total population. Based on an average household size of 1.66 for senior households, there are an estimated 1,252 households with a head 65 or more years of age. It is likely that the tenure distribution is closer to a 50/50 owner/renter split than it was in 1980 when 72% of all senior households were homeowners. The growth in senior renter households during the past decade probably means that they now constitute a larger proportion of existing resident households with housing assistance needs.

Many senior citizens have fixed incomes and experience financial difficulty in coping with rising housing costs. The financial capacity for coping with increased housing costs depends heavily on tenure; that is, the owner or renter status of the elderly households. With infrequent and small increases in income and potentially large increases in housing costs, the senior renter is at a continuing disadvantage compared to the senior owner.

According to the 1980 Census, there were 1,721 persons who were 65 years of age or older which represented 6.2% of Brea's total population. The list below reports on the age distribution of all persons 65 years + old in 1980:

<u>Age Group</u>	<u>Male</u>	<u>Female</u>	<u>Total</u>	<u>Percent</u>
65-69	268	327	595	34.6%
70-74	149	220	369	21.4%
75-79	159	303	462	26.8%
80-84	50	110	160	9.3%
85+	47	88	135	7.9%
	673	1,048	1,721	100.0%

The majority of the senior citizens are women; a female to male ratio of 1.56:1 exists among Brea's seniors. About 24% of Brea's senior population lived alone, according to the 1980 Census.

Most of the seniors are not in the labor force and earning an income as illustrated by the statistics below:

	<u>Male</u>	<u>Female</u>	<u>Total</u>	<u>Percent</u>
Seniors in the labor force:	158	79	237	13.8%
Seniors not in labor force:	<u>515</u>	<u>962</u>	<u>1,477</u>	<u>86.2%</u>
673	1,041	1,714	100.0%	

The mean incomes for households in various age brackets is available from the 1980 Census and are listed below:

<u>Age of Householder</u>	<u>Mean Income</u>
65+	\$19,884
45-64	\$35,034
25-44	\$30,581
<u>15-24</u>	<u>\$19,321</u>
Total Households:	\$30,815

In 1980, there were 64 persons 65 years and older whose annual income was below the official poverty level. Another housing need indicator is tenure; of the City's 1,034 senior households 71.6% were owners and 28.4% were renters. An estimated 41% of all senior households lived alone.

Tenure and income have a great influence on the housing needs of Brea's seniors. As noted above, most of the City's seniors reside in owner-occupied housing which means that Federal financial assistance programs are unavailable to these households. The monthly owner housing costs of seniors, according to the 1980 Census, are listed on the following page.

	<u>Number of Households</u>	<u>Percent</u>
Less than \$100	297	40.1%
\$100-199	211	28.5%
\$ 200-299	147	19.9%
\$ 300 +	<u>85</u>	<u>11.5%</u>
	740	100.0%

The majority of senior owner households had monthly housing costs of less than \$200 in 1980, among the lowest of all households. While some of these seniors may need financial assistance, owner households typically are ineligible for housing cost subsidies in their existing housing.

About 29% of all owner seniors households resided in homes that were 30 years old or more in 1980. Some of these households probably could benefit from Brea's home rehabilitation programs.

Rental assistance to reduce housing costs is of value to current, as well as future senior, renter households. In 1980, there were 294 senior renter households. Additional rental assistance resources would benefit the balance of senior households that are overpaying and other elderly persons that may desire to shift tenure.

A drawback of the above analysis is that the data are from the 1980 Census and the extent of in- and out-migration by seniors during the past nine years is unknown. Another consideration is the difference in size between the 55-64 (N = 2,419) and 65+ year age groups (N = 1,721) in 1980. Most of the population in the 55-64 age group now would be 65 years or older. Thus, it is possible that the City has more seniors than nine years ago when the Census was taken.

3. Overcrowded Households

Overcrowding is one result of the shortage of space. The most often-used indicator of overcrowding relates the number of rooms and persons in a housing unit. In fact, the overcrowding indicator cited by the 1977 Housing Element Guidelines is "...the number of housing units with 1.01 or more persons per room." An "overcrowded" housing unit, however, does not infer inadequate physical condition; rather, with fewer persons it becomes "uncrowded."

Overcrowding reflects the financial inability of households to buy or rent housing units having enough space for their needs. Consequently, overcrowding is more appropriately considered a household characteristic (instead of a housing condition) and falls within the meaning of special housing needs much as large families are so considered. Overcrowding also may be a temporary phenomena since some households will move to larger housing units to meet space requirements.

In both 1970 and 1980, the Federal Census assembled data on the number of persons per room. In 1970 Brea had 293 housing units occupied by households having 1.01 or more persons per room. This number of overcrowded households amounted to 5.6% of all the households living in Brea at that time. By 1980 the number of overcrowded households had increased to only 325 households. Because of the gain in total households during the decade, the rate of overcrowding declined from 5.6% to 3.3%. Overcrowding estimates for 1989 are presented on the next page (1980 percentages applied to 1990 figures).

	<u>Owner</u>	<u>Renter</u>
1.01-1.50 persons per room	126	107
1.51+ persons per room	49	128
	175	235

Severe overcrowding is measured by the number of households with 1.51+ persons per room. Almost 43% of all overcrowded households fall in this category.

4. Farm Workers

Farm workers are one of seven special needs groups referenced in the State law. Estimates of the housing assistance needs of farm workers were developed by the Southern California Association of Governments in 1983. These estimates indicated that there were 24 resident farm worker households with housing assistance needs. Thus, farmworker households constitute a small percentage of the City's total households with assistance needs in 1983. Because of the gradual suburbanization of Brea between 1983-89 the number of farmworker households is not expected to be greater than 24.

There were 157 Brea residents employed in the "farming, forestry and fishing" occupations in 1980. This employment category is an indicator of farm workers and farmworker households. Of the 157 workers, 120 were employed in "related agriculture" and 28 as "farm managers".

5. Female Heads of Household

Demographic, social and economic conditions have combined to generate a demand for independent living quarters by households headed by females. The 1989 number of female head of households is estimated to be 2,739 (based on the percentage existing as of the 1980 Census).

Estimates for 1989 on the status of all female persons 15 years or older are shown in Table 6.

TABLE 6
CITY OF BREA: STATUS OF FEMALE PERSONS — 1989

	<u>Number</u>	<u>Percent</u>
Single female	3,497	20.9%
Married female	10,173	60.8%
Divorced/separated	1,489	8.9%
Widowed	<u>1,573</u>	<u>9.4%</u>
	16,732	100.0%

Source: 1989 DOF population estimates. 1980 Federal Census of Population and Housing data on male/female ratios and proportion of all females 15+ years old.

The majority of female households (82%) were in the labor force as of the 1980 Census. The median family income of female householders is compared to other householders below:

	<u>Married Couple Family</u>	<u>Male House- holder No Wife Family</u>	<u>Female House- holder No Husband Family</u>
With Children <6 yrs.	\$26,488	\$22,857	\$12,303
With Children 6-17 yrs.	\$35,108	\$24,750	\$14,700
Without Own Children	\$28,549	\$31,500	\$20,870

6. Large Families

Large families are defined as households with five (5) or more persons. The most recent data available on this characteristic is from the 1980 Federal Census. That data, now nine years old, indicates that 13.3% of the City's total households had five or more persons. If this same ratio were applied to all the City's current number of households, there would be about 1,655 large-family households residing in Brea as of January 1989.

TABLE 7
CITY OF BREA: HOUSEHOLD SIZE — 1989

<u>Number of Persons in Household</u>	<u>Number of Households</u>	<u>Percentage Distribution</u>
1	2,390	19.2%
2	3,922	31.5%
3	2,179	17.5%
4	2,304	18.5%
5+	<u>1,655</u>	<u>13.3%</u>
	12,450	100.0%

Source: 1980 Federal Census of Population and Housing.

Most of the 1,655 large-family households are owners (based on the owner-renter propensities evident in the 1980 Census). About 1,357 or 82%, of the large family households are estimated to reside in owner occupied housing.

7. Homeless/Emergency Shelter

There are many social, economic and physical conditions which have combined to increase the homeless population throughout the State of California. In September 1984, the Governor signed Assembly Bill 2579, adding "families and persons in need of emergency shelter" to the special needs groups to be considered in each jurisdiction's housing element.

Estimates of homeless persons and families are difficult to compute in the manner specified for community housing elements. Recent amendments to housing element law require local governments to plan for the provision of homeless shelters and transitional housing. As stated above, the housing element law was expanded to require the quantification of the homeless population and an analysis of the needs of those seeking emergency shelter and transitional housing.

According to the State Department of Housing and Community Development, an element should include an estimate or count of the daily average number of those seeking emergency shelter and transitional housing and, if possible, the number of single males, single females, mentally ill, or any other categories which influence the type of program response needed. The housing element, according to the State, also should identify adequate sites to provide emergency shelter and transitional housing to meet identified need.

The Police Department indicated they had no knowledge of any homeless persons residing in the City. Record keeping by the Community Services Department indicates that 30 homeless persons are assisted annually in the City. The assistance provided these homeless persons and families include lodging, transportation, food and clothing. The services are provided on a cooperative basis with the Salvation Army. Lodging for women and children and families is furnished by a voucher system at motels located within the City. Given the low annual number of persons requiring assistance in Brea, there is not an evident need for constructing a shelter for emergency housing accommodations. An increase in "emergency shelter" needs could be accommodated by an increase in the vouchers issued for temporary lodging in the City.

The Community Services Department also refers homeless persons to available shelters in Orange County, primarily in Santa Ana. These facilities include: Hospitality House; Brothers of Charity; Christian Temporary Housing; and Christian Outreach Mission.

The Community Services Department does implement a program at the Brea Community Emergency Council and the Salvation Army which provides limited financial assistance for Brea families in danger of losing their housing accommodations. Funding for this program is provided from private donations.

Brea also contributes to the Homeless Shelter Program, which provides emergency shelter in armories during cold or rainy weather. Funds from Brea are used to support this program at the armories in Santa Ana and Fullerton. Brea contributed \$9,000 in 1990 and \$7,000 in 1991.

Summary and Conclusions

The following need groups have been analyzed in the previous pages:

1. Existing Lower-Income Households Overpaying: 1,506 total
1,120 renter
386 owner

These households are in need of rental assistance to reduce housing costs below 30% of their income. Some of these households also may reside in structures having a range of improvement needs.

2. Handicapped Households: 1,497 households with one member being handicapped.

Some of households are paying more for housing than they can afford for their housing costs. The major needs of this household group includes affordable and accessible existing housing units.

3. Senior Households: 1,252 households; 50%/50% owner-renter distribution.

Seniors comprise about 6% of the City's population. Some of the seniors need rental assistance to reduce their housing costs and still others need new housing more suited to their needs. Senior homeowners would benefit from the City housing rehabilitation program.

4. Overcrowded Households: 410 households; 43%/57% owner-renter distribution.

Overcrowding is not a severe problem in Brea. Overcrowding is used as a "solution" to high housing costs. The basic needs of this group are typically "more space" and reduced housing costs.

5. Farm Worker Households: 24 resident households.

The number of farm worker households is very small in Brea. There is no need for new permanent farm worker housing.

6. Female Head of Households

About 22% (2,739) of all the City's households are headed by females. Some of these are included in the number of lower income households that are overpaying; therefore, rental assistance needs as well as homeownership programs could be of value to these households.

7. Large Families: 1,655 households; 82%/18% owner-renter distribution.

About 13% of all the City's households are large families (5+ persons). The number of large families is more than the number of overcrowded households. Still, some large families may need rental housing with more bedrooms and financial assistance to reduce housing costs.

8. Homeless

Very few persons and families are estimated to be homeless. Referral services and funding for services are provided by Brea.

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TABLE 8
CITY OF BREA: POPULATION TRENDS — 1980 TO 1989

<u>Year</u>	<u>Population</u>	<u>Incremental Increase</u>	<u>Cumulative Increase</u>
1980	27,910	—	—
1981	30,150	2,240	—
1982	31,250	1,100	3,340
1983	31,600	350	3,690
1984	32,000	400	4,090
1985	32,400	400	4,490
1986	32,900	500	4,990
1987	33,100	200	5,190
1988	32,700	-400	4,790
1989	33,538	838	5,628

Source: U.S. Census of Population and Housing, April 1980
 State Department of Finance, Population Research Unit, Annual Population Estimates for 1981 through 1988, (as of January 1 each year)

Table construction by Castañeda & Associates.

Share of Regional Housing Need

Article 10.6 Requirements

Under Section 65584 (a), regional planning agencies are responsible for determining projected housing needs for all income levels. The projected housing needs must take into consideration the following factors:

- Market demand for housing
- Employment opportunities
- Availability of suitable sites
- Availability of public facilities
- Commuting patterns
- Type and tenure of housing needs
- Housing needs of farm workers

In addition, the distribution of housing need, pursuant to the state housing element law, must seek to avoid further "impaction" of jurisdictions with relatively high proportions of lower income households.

State legislation describes the content requirements of local housing elements. According to the State housing element legislation, "... a locality's share of the regional housing needs includes that share of the housing needs of persons at all income levels within the area significantly affected by a jurisdiction's general plan." (Section 65584 (a)). In addition, according to that same section, "Each locality's share shall be determined by the appropriate councils of government consistent with the criteria " set forth by the State Department of Housing and Community Development. In the case of Brea, this appropriate council is SCAG.

Southern California Association of Governments (SCAG) CriteriaDefinition of Need

"Future Need" is defined as the number of additional housing units by income level that will have to be added to each jurisdiction's housing stock from July 1, 1989 to June 30, 1994 in order to:

- Accommodate household growth
- Compensate for demolitions and other inventory losses
- Achieve a 1994 vacancy rate that will allow the market to operate efficiently.

Definition of State Income Levels

Four income levels are identified in state law that must be considered in the Future Need calculations. These are:

- "Very Low" — less than 50% of the Orange County median income
- "Low" — 50% - 80% of the Orange County median income
- "Moderate" — 80% - 120% of the Orange County median income
- "High" — more than 120% of the Orange County median income

According to SCAG:*

"Identification of Future Need for the higher income levels gives each jurisdiction an estimate of effective demand, or how much demand for housing there will be in the locality as a function of market forces. Future Need at the lower income levels is often largely latent demand, since such income levels, without subsidy or other assistance, are often ineffective in causing housing to be supplied." (emphasis added)

* *Southern California Association of Governments, Draft 1988 Regional Housing Needs Assessment, March 1988, page 8.*

Avoidance of Impaction

The State housing law requires that in allocating future housing need by income level further "impaction," or concentration of lower income households, be avoided. Cities with a percentage of lower income households higher than the regional average are called "impacted" jurisdictions. The 1988 RHNA deals with the "avoidance of impaction" criteria by allocating reduced percentages of lower income and increased percentages of middle and upper income units to impacted jurisdictions, while reversing the allocation to non-impacted cities.

Use of RHNA Numbers

According to SCAG: *

"... there has been a great deal of miscommunication and misunderstanding of the true significance of these numbers. They are NOT quotas for development which cities must reach by 1994. Rather, they are an identification of regional housing need and an allocation of it by jurisdiction. ... when a jurisdiction finds in its Housing Element that the allocation is not achievable by 1994 for certain reasons explicit in the State Housing Law, it may modify these numbers in accordance with State law."

Future Need

As explained earlier, future needs identifies the number of housing units (by income level) that should be added to each jurisdiction's housing stock from July 1, 1989 to June 30, 1994. In addition, "the State HCD has pointed out to SCAG that localities must account in their Housing Elements for the Future Needs that will have already occurred during the 1-1/2 year "gap" period from January 1, 1988, to June 30, 1989. In order to do this, each jurisdiction should make adjustments to its planning for the 1989-94 period by comparing what will have actually occurred in the 1/88-7/89 "gap" period to the estimated accrual of need ..."

* *Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, March 1988.*

Table 9 indicates the projected housing needs through mid-year 1994. The projections indicate a need for 1,078 market rate housing units during the planning period. In addition, the RHNA forecasts a need for 522 housing units for very low- and low-income households. Meeting the needs of these households usually requires housing subsidies and financial assistance.

TABLE 9
CITY OF BREA: REGIONAL HOUSING NEEDS ASSESSMENT
JULY 1988 TO JUNE 1994

<u>Income Level</u>	<u>Number</u>	<u>Percentage Distribution</u>
Very Low	237	14.8%
Low	285	17.8%
Moderate	362	22.6%
High	716	44.8%
Total:	1,600	100.0%

Source: Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, June 1988, as amended by SCAG Memorandum to Executive Committee dated December 15, 1988

Components of housing need:

- Household growth = 1,372
- Vacancy adjustment = 116
- Demolition adjustment = 112

[illegible]

"Analysis of opportunities for energy conservation with respect to residential development." (Section 65583 (a) (7)).

INTRODUCTION

This section of the Housing Element provides an inventory of resources and constraints pertaining to housing needs. Under Article 10.6 of the Governmental Code resources and constraints are defined as follows:

- An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites. (emphasis added)
- Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. (emphasis added)
- Analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land and cost of construction. (emphasis added)

INVENTORY OF LAND SUITABLE FOR RESIDENTIAL DEVELOPMENT

Residential Land Suitability Criteria

In October 1987, an interpretation of the State Attorney General provided insight on how Councils of Government such as SCAG, must determine a locality's share of regional housing need. The question posed to the Attorney General by Senator Roberti was as follows:

Must the availability of suitable housing sites be considered based upon the existing zoning ordinances and land use restrictions of the locality or based upon the potential for increased residential development under alternative zoning ordinances and land use restrictions. (emphasis added).

The Attorney General's opinion* in regard to this important question is as follows:

"We find no indication in Section 65584 that current zoning ordinances and land use restrictions are to limit the factor of "the availability of suitable sites." A housing site would be unsuitable based upon its physical characteristics, not because of some governmental control of an artificial and external nature. The planning process of Sections 65583 and 65584 contemplates an identification of adequate sites that could be made available through different policies and development standards. Existing zoning policies would be only one aspect of the "available data" upon which the factor of the "the availability of suitable sites" is to be considered under Section 65584.

... We conclude that a council of governments must consider the availability of suitable housing sites based not only upon the existing zoning ordinances and land use restrictions of the locality but also based upon the potential for increased residential development under alternative zoning ordinances and land use restrictions when determining a locality's share of the regional housing needs."

Vacant Land Suitable for Residential Development

Vacant land appropriate for residential development is comprised of the following:

<u>Acres</u>	<u>Zoning</u>	<u>Dwelling Unit Capacities</u>
.15	R-1, Single Family	1
2.08	Town Plaza Specific Plan, Low Density	13
5.89	Towne Plaza Specific Plan, High Density	118
22.0	R-2, Multi-Family	264
18.0	R-3, Multi-Family	360
		756

In addition, to the unbuilt upon residential land, there also is some vacant commercial and industrial properties in the City. There are three (3) vacant commercial parcels comprising a total of 3.29 acres. Brea also has 14 vacant industrial parcels consisting of 73.41 acres. The complete vacant land inventory can be found in the Technical Appendices. Because of their location and surrounding land uses, none of the commercial or industrial sites are deemed appropriate for residential use.

Redevelopment Areas

One area in which there are redevelopment sites is known as the Towne Plaza Specific Plan area. This area consists of an established commercial district surrounded by four compact residential neighborhoods. The area includes all of the properties with a commercial or Good Old Brea designation which run adjacent to Brea Boulevard between the southern City limits and Lambert Road, and those largely residentially zoned properties of downtown Brea which were built primarily before 1940.

According to the Specific Plan, there are 17.1 acres of Medium Density (12 dus/ac) and 89.1 acres of High Density (20 dus/ac) residential land uses incorporated in the Land Use Plan. Thus, a total of 205 housing units are expected to be built in the "medium density" area and 1,782 dwellings in the "high density" areas. The net increase in housing is projected to be 1,457 housing units (205 + 1,782) less 530 existing housing units in the Specific Plan area.

The TPSP has a 15-year time horizon. Thus, if growth occurred evenly during the plan's life, an estimated 486 housing units would be produced between 1989-1994.

The other "redevelopment" site area is the Valencia Elementary School site which has been declared surplus. The site now has a land use entitlement for 97 attached, single-family units. Some of the housing units may be offered as first-time home buyer opportunities.

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GOVERNMENTAL CONSTRAINTS AND RESOURCES

Land Use Controls

- Permitted and Conditionally Permitted Uses;
- Minimum Lot Area;
- Maximum Building Coverage;
- Minimum Dwelling Unit Size;
- Parking Spaces;
- Residential Density.

CITY OF BREA: RESIDENTIAL LAND USE CONTROLS

Zone	Housing Types		Minimum Lot Area	Maximum Density Coverage	Minimum Dwelling Unit Size	Parking Spaces	Residential Density
	Permitted	Conditional					
R-1: Hillside Residential Zone	- Single-family dwellings - Mobile homes - Renting of not more than 3 rooms or the providing of board for not more than 3 persons	- Townhouses & condominiums - Mobile home parks	- Cluster development -- 6,000 sq. ft. - Estate development -- 20,000 sq. ft.		- Split level/Cluster types: 1,800 sq. ft. - Split level/Estate types: 2,000 sq. ft. - Single-story: 2,500 sq. ft.	2 covered spaces per dwelling unit - If streets are less than 28 ft., additional 1.5 spaces per dwelling unit	Average unit density is not greater than 1 unit per acre for area included in a tentative map or final map
R-1.5: Single-Family Residential Hillside Zone	- Single-family dwellings - Mobile homes - Renting of not more than 3 rooms or the providing of board for not more than 3 persons	- Planned unit & cluster developments - Residential condominiums - Mobile home parks on parcels of not less than 10 acres	5,000 sq. ft. plus depending on slope & frontage	35%	1,800 sq. ft.	2 covered spaces per dwelling unit - If streets are less than 28 ft., additional 1.5 spaces per dwelling unit	Varies depending on minimum lot area
R-1.5: Single-Family Residential Zone	- Single-family dwellings - Mobile homes - Renting of not more than 3 rooms or the providing of board for not more than 3 persons	Residential condominiums	2,200 sq. ft. for each lot	35%	1,000 sq. ft.	2 covered spaces per dwelling unit	1 dwelling unit per lot 6 dwelling units per gross acre
R-2: Multiple-Family Residential Zone	- Single-family dwellings - Two-family dwellings - Multiple-family dwellings - Townhouses	- Residential condominiums - Mobile home parks on parcels of not less than 10 acres	5,000 sq. ft. for each lot - Except that 1 single-family unit alone may be on a lot of 5,000 sq. ft.	50%	800 sq. ft.	- Detached single-family: 2 covered spaces per dwelling unit - Attached single-family: 2 covered spaces + .5 uncovered spaces per dwelling unit	4,500 sq. ft. per dwelling unit for multiple-family and PUD uses 5,000 sq. ft. per dwelling unit for single-family uses not part of PUD 4.1 to 5.7 dwelling units per gross acre
R-2.5: Multiple-Family Residential Zone	- Single-family dwellings - Two-family dwellings - Multiple-family dwellings - Townhouses - Boardinghouses	- Residential condominiums - Mobile home park on parcels not less than 10 acres	10,000 sq. ft. for each lot	60%	- Bachelor Units: 450 sq. ft. - One-bedroom Units: 650 sq. ft. - Two-bedroom Units: 800 sq. ft.	- Single-family Units: 2 covered spaces per unit - Bachelor Units: 1 covered spaces per unit - One-bedroom Units: 1 1/2 covered spaces per unit - Two-bedroom Units: 2 covered spaces per unit - Three or More Bedroom Units: 2 covered and .5 uncovered spaces per unit - All building sites containing 5 or more dwelling units must provide .2 guest spaces per dwelling unit in addition to other required parking	1,750 sq. ft. per dwelling unit 38.1 dwelling units per gross acre
R-2.5: Multiple-Family Residential Zone/Incentive	- Single-family dwellings - Two-family dwellings - Multiple-family dwellings - Townhouses - Boardinghouses	- Residential condominiums - Mobile home park on parcels of not less than 10 acres	7,000 sq. ft. for each lot	60%	- Bachelor Units: 450 sq. ft. - One-bedroom Units: 650 sq. ft. - Two-bedroom Units: 800 sq. ft.	- Single Family Units: 2 covered spaces per unit - Bachelor Units: 1 covered spaces per unit - One-bedroom Units: 1 1/2 covered spaces per unit - Two-bedroom Units: 2 covered spaces per unit - Three or More Bedroom Units: 2 covered and .5 uncovered spaces per unit - All building sites containing 5 or more dwelling units must provide .2 guest spaces per dwelling unit in addition to other required parking 38.6 dwelling units per gross acre	7,000 sq. ft. for the first 2 dwellings plus 1 dwelling unit for each additional 1,000 sq. ft. in excess of 7,000 sq. ft. - Currently under development for mobile home assisted housing
C.O.D. "Grand Old Drea" Zone	- Senior Citizen housing - Residential uses secondary to the operation of principal permitted uses	Not applicable	No minimum requirement	No minimum requirement	No minimum requirement	Determined by Site Plan Review	Not applicable

Standards for dwelling unit sizes establish opportunities for a diverse housing mix. The standards range from 450 square feet for a studio unit in the R-3 districts to 2,500 square feet (for a single-story unit) in the RH-Hillside residential zone. Multi-family housing in the R-2 district, has a minimum size requirement of 800 square feet. These standards, when viewed in the context of the entire community, offer a positive balance of home sizes.

There is a full range of housing types allowed in the six residential zones. Mobile homes are allowed in all the single-family districts. Rental housing is permitted in three multi-family districts. Mobile home parks are permitted in five residential districts by way of a conditional use permit process. Likewise, residential condominiums, through a conditional use permit, are permitted in all residential districts. Refer to Chart 4 for a summary explanation of housing types permitted by zone category.

CHART 4
HOUSING TYPES PERMITTED BY ZONE DISTRICT

Housing Types Permitted	RH	R-1H	R-1	R-2	R-3
Conventional Single Family	X	X	X	X	X
Cluster Single Family	—	0	—	—	—
Estate Single Family	X	X	—	—	—
Planned Unit Development	—	0	—	—	—
Residential Condominiums	0	—	0	0	0
Single Mobile Homes	—	—	—	—	—
Mobile Home Parks	0	0	0	0	0
Two-Family	—	—	—	X	X
Multiple Family	—	—	—	X	X
Townhouses	0	—	—	X	X
Residential Care Facility	X	X	X	X	X
Boarding Houses (3 Rooms or 3 Persons)	X	X	X	X	X

X = Permitted

0 = Conditionally Permitted

— = Not Permitted

Source: City of Brea Zoning Ordinance, as Amended.

Conditional use permits for clustered housing, PUDs and condominiums are not intended to constrain the supply but to ensure that the planned use is compatible with surrounding and other nearby land uses. In the past decade the CUP process and zoning controls have not indirectly acted as a constraint by encouraging the development of any single-family housing in multi-family zones. The allowance of single-family housing in "less restrictive" multi-family zones is typical of the pyramid zoning concept utilized by most California cities. Finally, the vast majority (90%+) of all new housing built in the City since 1985 has been rental housing for seniors, large/small families, and unrelated individuals.

In the aggregate, land use controls shape and define the housing unit potential within a community. The City's existing residential land inventory that would serve to accommodate the City's "share of regional housing needs" include:

	<u>Vacant Land</u>	<u>Redevelopment Sites</u>	<u>Total</u>
Single Family	265	217	482
Multi-Family	<u>360</u>	<u>1,337</u>	<u>1,697</u>
	625	1,554	2,179

Building Codes and Enforcement

The City of Brea has adopted the Uniform Building Code (UBC) which establishes the minimum standards for new construction. While the City may impose more stringent standards, it cannot adopt any which are below those of the UBC. No standards have been adopted above the minimum standards of the UBC.

Residential Site Improvements

Regulations and standards affecting residential site improvements are found mainly in the Subdivision Map Act. The exaction of requirements over and above the State standards are contingent upon individual site conditions. For example, the requirements for roadway widening include the installation of curbs, gutters and sidewalks. Another example is the construction of drainage improvements to correct site-specific conditions. Still another illustration is block walls which may be necessary to mitigate noise. There is, then, no single formula for computing the necessary or desirable site improvements which may be required by the City of Brea to enable residential development consistent with the objectives of protecting public health and safety.

Site improvements are typically determined by the conditions of approval for a specific project. However, "off-site" improvements are rarely imposed because the Redevelopment Agency's 20% set-aside has been expended on infrastructure improvements that have eliminated the need for improvements to be made by specific projects.

Permit Processing

When residential projects are initiated in the City, specific approvals are required which involve permits and inspections. Table 10 indicates the governmental action which could be necessary for a housing project and attendant permit processing times.

TABLE 10
CITY OF BREA: APPROXIMATE DEVELOPMENT PROCESSING
TIME — 1989

<u>Process</u>	<u>Time¹</u>
General Plan Amendment	6 months
Zone Change	6 months
Tentative Tracts	2 months
Site Plan Review	3 months
Variance	3 months
Conditional Use Permit	4 months

- 1 Processing time estimates do not include environmental determinations. An EIR requirement could add four months to the project schedule. Processing time commences when applications are accepted as complete.

Source: Development Services Department.

Fees

Fees are collected by the City to defray the costs of permit processing, inspections, environmental impact determinations, and other administrative expenses. The fees are contained in the Technical Appendix and may be amended from time to time to continue to defray costs and such changes shall be done pursuant to State law. Table 11 shows the proportion that fees constitute of total development costs for multi-family developments. Fees constitute about 6% of the total development costs in MF developments based on recent experience in Brea.

TABLE 11
DEVELOPMENT COST FOR HOUSING PROTOTYPES
CITY OF BREA

	<u>2 Bedroom/2 Bath</u>	<u>3 Bedroom/2 Bath</u>
Unit Square Footage	850	1,050
Land Cost ¹	\$36,000	\$36,000
Hard Construction Cost ²	\$55,250	\$68,250
Processing and Development Fees:		
Park Fees ³	\$1,271	\$1,271
Sewer Fees ⁴	\$2,280	\$2,280
School Fees ⁵	\$1,326	\$1,638
Other ⁶	<u>\$1,972</u>	<u>\$1,972</u>
Subtotal:	\$6,849	\$7,161
Soft Costs ⁷	<u>\$12,420</u>	<u>\$15,082</u>
TOTAL DEVELOPMENT COST:	\$110,519	\$126,493

¹ Based on average density of 24 units per acre and average land cost for improved parcels of \$20 per square foot.

² Based on \$65 per square foot of building area per City of Brea experience.

³ Based on current City park fee for minimum density dwelling units of \$1,270.50.

⁴ Based on County of Orange sewer connection fee of \$2,280 per unit.

⁵ Based on \$1.56 per square foot of building area per school district formula.

⁶ Based on per unit average from four comparable multi-family projects in Brea: 227-246 S. Laurel (20 units), 140 N. Orange (12 units), 239-249 S. Redwood (15 units) and "Vista Del Plaza" (60 units). Other fees (Planning, Engineering, Building, Art) for these four developments totaled \$211,005 or \$1,972 per unit.

⁷ Assumed at 20% add-on to hard construction cost and development fees.

Source: City of Brea — ICBO Building Valuation; Local Developers and Builders; David Paul Rosen & Associates.

Low and Moderate Income Housing Fund

One of Brea's principal resources to facilitate the production of affordable housing is the Low and Moderate Income Housing or the "20% Set Aside" Fund. Health and Safety Code Section 33334.2 requires that for each redevelopment project, the redevelopment agency must expend 20% of the tax increment (i.e., property tax revenue generated from increases in property values in the project area after adoption of the redevelopment plan) be expended on "increasing and improving the community's supply of low and moderate-income housing." The Health and Safety Code authorizes a broad range of uses for the 20% Set Aside Fund including:

- Acquisition of land or buildings;
- Construction of buildings;
- On- or off-site improvements;
- Rehabilitation of buildings;
- Provision of subsidies for financing housing;
- Donate land;
- Finance insurance premiums;
- Maintain supply of mobilehomes; and
- Preserve affordable housing at risk of conversion to market rate housing.

The Housing Fund must be spent on housing which is "available at affordable housing cost" to persons and households whose incomes do not exceed the low and moderate income level. The maximum income level for low and moderate income is 120% of the area median income as established by the United States Department of Housing and Urban Development.

Redevelopment Project Area AB consists of approximately 2,200 acres of land, 950 acres of which are located within the downtown core area of the City, with the remaining acres being in the east and west industrial/office areas of the City. The downtown section of the project area is called the Brea Towne Plaza Specific Plan.

The Brea Redevelopment Agency Area AB sold \$58,430,000 of tax allocation subordinated bonds dated September 15, 1987. At the closing on October 6, 1987, the Agency received total net proceeds of \$45,658,151 of which \$36,526,520 was for the Capital Project Fund (80%) and \$9,131,631 was for the Low and Moderate Income Housing Fund (20%).

Redevelopment Project Area consists of 260 acres. The net proceeds of a recent bond sale resulted in \$1,741,621 for the low and moderate income housing fund.

ANALYSIS OF NON-GOVERNMENTAL CONSTRAINTS

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Nongovernmental constraints consist of financing, land and construction costs. Usually, these factors are considered market conditions and also may include the prices and rents charged in the marketplace.

Financing Cost Trends

A survey was made of mortgage interest rates made available to qualifying borrowers as of June 1989. The rates quoted are on a 30-year, \$187,600 fixed rate mortgage. The eight banks included in the survey quoted rates ranging from a low of 10.37% to a high of 11.02%. The 28 savings and loans covered in the survey quoted rates ranging between 10.24% and 12.04%.

Currently, interest rates are most pertinent to Brea's resale market since there is limited new home sales activity. A review of the resale market, from the perspective of newspaper advertisements revealed a low quantity of housing units up for sale. Under these circumstances, the cost and availability of financing appears reasonable in the short-run and, hence, mortgage deficient areas are not a problem.

Brea consists of four census tracts in the developed part of the City and one census tract in the rural hillside portion. The most recent Mortgage Loan Disclosure Statements from three major financial institutions were collected for purposes of computing the mortgage loan activity for 1 to 4 family dwellings. The data, arrayed from low to high, is shown below:

<u>Census Tract</u>	<u>Number of Loans</u>
15.04	9
15.03	11
15.01	20
15.02	31
	71

These data reveal the availability of loans throughout the City.

Land Prices

This factor is most relevant to vacant land since in high demand areas land is, perhaps, the major component of new housing costs. Brea is unique because of its location and geographic extension, particularly the ownership of the three key larger vacant sites. The land costs of those sites (former school site; bypassed nursery site and Unocal re-use site) will in large measure be a function of the adopted planning proposals of the comprehensive economic and market land use study.

In the City's redevelopment project areas the Agency is involved in land acquisition. This active role affects the land costs related to new housing production. Nonetheless, one of the major functions of the Agency's role in the Towne Plaza area is to facilitate the production of new housing affordable to several economic segments. As shown in Table 11, the per unit land costs in MF projects is \$36,000 based on an average density of 24 units per acre and average land costs for improved parcels of \$20 per square foot. Thus, land costs constitute 30% to 35% of total per unit development costs.

Construction Costs

Trends in single-family construction costs are available for the period of January 1969 to October 1987. During this period the single-family home construction costs have increased nearly three-fold. A home that cost \$50,000 in 1969 would now cost \$135,000. These cost trends, which are monitored by the Marshall and Swift Company, and published quarterly by the Real Estate Research Council of Southern California, are issued with respect to a one-story three-bedroom, two bath, wood frame, single-family residence with an attached two-car garage. The prototypical single-family residence is 1,570 square feet in size with an attached garage of 447 square feet.

Apartment construction costs are available for the period of January 1976 to October 1987. During this time span, the apartment construction costs have more than doubled. An apartment building which in 1976 cost \$410,250 to construct would cost \$858,400 in 1987. The prototypical apartment building for the construction cost trends consist of 28 one- and two-bedrooms, laundry room and small lobby. The structure is of average quality and the costs do not include elevator, garages or site improvements. As noted in Table 11, per square foot costs in MF developments are estimated to be \$65.

New Home/Resale Market

These costs are most relevant to the new home and resale market. At this time, there is not an active new home market in Brea. Consequently, resale housing dominates the current housing market. To gain some insight on housing costs, a listing was made of the asking prices of existing homes as contained in newspaper advertisements:

\$155,000	\$257,500
\$159,900	\$270,500
\$165,000	\$279,000
\$168,900	\$330,000
\$198,000	\$342,000
\$224,500	\$345,000
\$225,000	\$365,000
\$245,000	\$400,000

These sales prices should be compared to the housing prices low and moderate income households can afford. These "affordable costs" are computed in Table 12. None of the housing units on the market in Brea as of June 1989 were within the economic means of low and moderate income households, as defined by State law.

TABLE 12
CITY OF BREA: AFFORDABLE HOUSING SALES PRICES

	<u>Lower Income</u>	<u>Moderate Income 1</u>	<u>Moderate Income 2</u>
% of Median Income (1)	80%	100%	120%
Annual Income	\$36,000	\$45,000	\$54,000
Monthly Income	\$3,000	\$3,750	\$4,500
Affordable Housing Payment (2)	\$900	\$1,125	\$1,350
Affordable Mortgage Loan (3)	\$90,000	\$110,000	\$132,000
Estimated Housing Price	\$100,000	\$122,000	\$147,000

(1) Median income estimated to be \$45,000.

(2) Based on 30% of monthly income.

(3) Based on 10% down payment on estimated sales prices and a 10.5% interest rate.

Source: Table computation by Castañeda & Associates.

Apartment Housing Costs

Rental housing is a vital component of Brea's existing stock. In both 1979 and 1984 comprehensive surveys of rental costs were conducted and have been updated in the 1989 Housing Element. Table 13 provides a summary of apartment housing in the City.

TABLE 13
INVENTORY OF APARTMENT HOUSING BY BEDROOM SIZE — 1989

<u>Number of Bedrooms</u>	<u>Number of Units</u>	<u>Percentage Distribution</u>	<u>Cumulative Percentage Distribution</u>
Studio	262	14.2%	—
1-Bedroom	868	47.2%	61.4%
2-Bedrooms	<u>708</u>	<u>38.6%</u>	100.0%
Total:	1,838	100.0%	

Source: June 1989 Apartment Housing Survey conducted by Castañeda & Associates.

Rents for studio units (excluding the Breal Project) were \$575 and \$585 per month. The one-bedroom units had monthly rents ranging from \$470 to \$650 (excluding the Breal Project). The two bedroom units had monthly rents of \$590 to \$900.

Mobile Home Housing

Data on mobile home housing has been tracked in 1979, 1984 and 1989. In the latter two periods, the surveys have reported a total of 926 spaces in five mobile home parks. On average, the monthly costs have increased by \$62 to \$130 per month during the past five years.

Affordable Housing Costs

Housing costs which are affordable to very low, low and moderate income persons and households influence the type and tenure of housing that may be supported by City and Agency resources. The costs directly relate to the amount which can be spent on monthly rents and a home mortgage loan. Owner and renter occupied housing receiving Redevelopment Agency assistance after January 1, 1991 must comply with the affordability criteria set forth by Senate Bill 1352. For owner-occupied housing, the affordable housing costs shall not exceed the following:

1. Very Low Income Household: the product of 30% times 50% of the area median income adjusted for family size appropriate for the unit.
- 2a. Lower Income Household: the product of 30% times 70% of the area median income adjusted for family size appropriate for the unit.
- 2b. Lower Income Household Option: for those with gross income exceeding 70%, the Agency has the option to establish "affordable housing cost" at a level not to exceed 30% of gross household income.
- 3a. Moderate Income Household: must not be less than 28% of the gross household income nor exceed the product of 35% times 110% of the area median income adjusted for family size appropriate for the unit.
- 3b. Moderate Income Household Option: for those with gross income exceeding 110%, the Agency has the option to establish "affordable housing cost" at a level not to exceed 35% of gross household income.

Senate Bill 1352 defines "adjusted for family size appropriate to the unit" as:

- √ Studio Unit = 1 person household
- √ 1 bedroom unit = 2 person household
- √ 2 bedroom unit = 3 person household
- √ 3 bedroom unit = 4 person household

"Affordable rent", including a reasonable utility allowance, shall not exceed:

1. Very low income households: the product of 30 percent times 50 percent of the area median income adjusted for family size appropriate for the unit.
2. Lower income households: the product of 30 percent times 60 percent of the area median income adjusted for family size appropriate for the unit. In addition, for those lower income households with gross incomes that exceed 60 percent of the area median income adjusted for family size, the Agency may require that affordable rent be established at a level not to exceed 30 percent of gross income of the household.
3. Moderate income households: the product of 30 percent times 110 percent of the area median income adjusted for family size appropriate for the unit. In addition, for those moderate income households whose gross incomes exceed 110 percent of the area median income adjusted for family size, the Agency may require that affordable rent be established at a level not to exceed 30 percent of gross income of the household.

Several steps are necessary to compute the monthly affordable housing costs for owners; the first one is to determine appropriate annual income levels based on the area median income, household sizes, and adjustment factors (50%, 70% and 110%). The second step is to calculate the affordable housing payment based on the above income levels and percentage of income to be allocated — 30% and 35% for total housing costs.

The State Department of Housing and Community Development has prepared a draft formula to guide the calculations of maximum monthly rent and maximum monthly housing costs for purchasers. This formula was used to compute the maximum costs for housing units receiving assistance from the Agency. The results of the calculation are depicted in Table 14.

TABLE 14
BREA REDEVELOPMENT AGENCY
AFFORDABLE HOUSING COSTS

Income Group	Unit Size	Maximum Monthly Rent	Max. Monthly Housing Cost (Purchasers)	Formula (This column shows how the maximum rent and maximum housing cost columns were calculated.)
Very Low	Studio	\$430	same	$(.30 \times .50 \times \$49,100 \times .7) \text{ divided by } 12$
	1 bedroom	\$491	same	$(.30 \times .50 \times \$49,100 \times .8) \text{ divided by } 12$
	2 bedrooms	\$552	same	$(.30 \times .50 \times \$49,100 \times .9) \text{ divided by } 12$
	3 bedrooms	\$614	same	$(.30 \times .50 \times \$49,100 \times 1.0) \text{ divided by } 12$
	4 bedrooms	\$663	same	$(.30 \times .50 \times \$49,100 \times 1.08) \text{ divided by } 12$
Other Lower	Studio	\$516		$(.30 \times .60 \times \$49,100 \times .7) \text{ divided by } 12$
	1 bedroom	\$589		$(.30 \times .60 \times \$49,100 \times .8) \text{ divided by } 12$
	2 bedrooms	\$663		$(.30 \times .60 \times \$49,100 \times .9) \text{ divided by } 12$
	3 bedrooms	\$737		$(.30 \times .60 \times \$49,100 \times 1.0) \text{ divided by } 12$
	4 bedrooms	\$782		$(.30 \times .60 \times \$49,100 \times 1.0625) \text{ divided by } 12$
	Studio		\$601	$(.30 \times .70 \times \$49,100 \times .7) \text{ divided by } 12$
	1 bedroom		\$687	$(.30 \times .70 \times \$49,100 \times .8) \text{ divided by } 12$
	2 bedrooms		\$773	$(.30 \times .70 \times \$49,100 \times .9) \text{ divided by } 12$
	3 bedrooms		\$859	$(.30 \times .70 \times \$49,100 \times 1.0) \text{ divided by } 12$
	4 bedrooms		\$913	$(.30 \times .70 \times \$49,100 \times 1.0625) \text{ divided by } 12$
Moderate	Studio	\$945		$(.30 \times 1.10 \times \$49,100 \times .7) \text{ divided by } 12$
	1 bedroom	\$1,080		$(.30 \times 1.10 \times \$49,100 \times .8) \text{ divided by } 12$
	2 bedrooms	\$1,215		$(.30 \times 1.10 \times \$49,100 \times .9) \text{ divided by } 12$
	3 bedrooms	\$1,350		$(.30 \times 1.10 \times \$49,100 \times 1.0) \text{ divided by } 12$
	4 bedrooms	\$1,435		$(.30 \times 1.10 \times \$49,100 \times 1.0625) \text{ divided by } 12$
	Studio		\$1,103	$(.35 \times 1.10 \times \$49,100 \times .7) \text{ divided by } 12$
	1 bedroom		\$1,260	$(.35 \times 1.10 \times \$49,100 \times .8) \text{ divided by } 12$
	2 bedrooms		\$1,418	$(.35 \times 1.10 \times \$49,100 \times .9) \text{ divided by } 12$
	3 bedrooms		\$1,575	$(.35 \times 1.10 \times \$49,100 \times 1.0) \text{ divided by } 12$
	4 bedrooms		\$1,674	$(.35 \times 1.10 \times \$49,100 \times 1.0625) \text{ divided by } 12$

* Based on draft formula prepared by State Department of Housing and Community Development.
Area median income is \$49,100 for Orange County as of February 1990.

For owner-occupied housing these amounts represent the total expenditure for housing costs which include costs in addition to principal and interest payments on a mortgage loan. These other costs encompass:

- ✓ Mortgage loan insurance fees;
- ✓ Property taxes and assessments;
- ✓ Fire and casualty insurance;
- ✓ Property maintenance and repairs;
- ✓ Utilities (water, sewer, electricity, gas, garbage collection);
- ✓ Homeowner association fees (if applicable); and
- ✓ Space rent (if the housing unit is situated on rental space).

By way of example, the list below shows the principal and interest payments which are due on five mortgage amounts for a 30-year term at a 9% interest rate. A flat \$200 per month has been allocated for "other housing costs".

<u>Mortgage Amount</u>	<u>Loan Payment</u>	<u>Other Housing Costs</u>	<u>Total Costs</u>
\$80,000	\$644	\$200	\$844
\$85,000	\$684	\$200	\$884
\$90,000	\$725	\$200	\$925
\$95,000	\$765	\$200	\$965
\$100,000	\$805	\$200	\$1,005

By comparing the "total cost" column to the affordable housing costs, the conclusion can be drawn that primarily "moderate income" households could handle financially the loan amounts. The sale prices that could be afforded would be a function of the amount of down payment which could be afforded by the households and other financial assistance that may be available from the State or Brea Redevelopment Agency.

INTRODUCTION

Section 65583(b) of the Government Code requires:

"A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing."

The following definitions, developed by the State D/HCD, provide guidance on the meanings of these terms:

"Goals are general statements of purpose. Housing element goals will indicate the general direction that the jurisdiction intends to take with respect to its housing problems. While reflecting local community values, the goals should be consistent with the legislative findings (Section 65580) and legislative intent (Section 65581) of Article 10.6 and of other expressions of state housing goals contained in the housing element law. Goals may extend beyond the time frame of a given housing element.

Policies provide a link between housing goals and programs; they guide and shape actions taken to meet housing objectives.

*Quantified objectives are the maximum actual numbers of housing units that the jurisdiction projects can be constructed, rehabilitated, and conserved over a five-year time frame. In order to more realistically plan for the implementation of housing programs, it is useful for localities to establish objectives for each housing program which will be implemented during the time frame of the element. Objectives may therefore be short-term in outlook compared to community's goals."**

GOALS AND POLICIES

The City's housing goals and policies are presented in Chart 5. Also included in the Chart are the programs which serve to implement each policy. The programs are explained in greater detail in the next section of the Housing Element.

**State Department of Housing and Community Development, Questions and Answers Report, (June 1987), page 10.*

OBJECTIVES

State law indicates that a local housing element should quantify the planned objectives for the rehabilitation, conservation and new construction of housing. The objectives are listed below:

- Rehabilitation of 65 housing units during the 1989-1994 period (based on the yearly average the past three years).
- Conservation of 1,073 housing units (based on the number of mobile home units plus the affordable units in the following projects: Brea, Town and Country, Heritage Plaza, Brea Woods and Orange Villa).
- Construction of 800 new housing units (based on the rate of construction during the 1984-1989 time period).

Quantified objectives need not match exactly housing need. According to Section 65583(b) of the Government Code:

"It is recognized that the total housing needs identified pursuant to subdivision (a) may exceed available resources and the community's ability to satisfy this need within the content of the general plan requirements outlined in Article 5 (commencing with Section 65300). Under these circumstances, the quantified objectives need not be identical to the identified existing housing needs, but should establish the maximum number of housing units that can be constructed, rehabilitated, and conserved over a five-year time frame."

Recently the City Council endorsed a report prepared by the Affordable Housing Study Technical Resource Team. That report considered, in part, the setting forth of quantitative objectives. The report stated:

"Based on the City's 'regional fair share housing needs assignment', Brea's projected current and future affordable housing need totals 3,447 housing units. These numbers represent 1,507 households which are currently cost-burdened, and 1,940 future-need low and moderate income households."

We recognize that the City cannot fully meet its total current and future "regional fair share" housing needs, due to various factors and constraints.

- A. The proposed affordable housing goal should be realistic, and based on:
1. Community need — Brea's need to maintain an economically competitive edge, and the need to ensure community balance.
 2. Resource opportunities — land use opportunities and financing opportunities.
 3. Regulatory and legal requirements — housing element requirements pursuant to the California Department of Housing and Community Development, SCAG fair share requirements, and legal requirements imposed on the Redevelopment Agency.
 4. Political climate — political acceptance of and on-going commitment to affordable housing, and growth management issues and concerns.
 5. Zoning — availability of residentially-zoned land.
- B. Given this variety of factors, *the long-term affordable housing goal of meeting 30% to 50% of current and future legal fair share need is realistic.**
- C. The proposed mix of unit size for ownership and rental units should be as follows:

<u>Unit Size</u>	<u>Percent of Total Assisted Units</u>	
	<u>Renter</u> (60% of all assisted units)	<u>Owner</u> (40% of all assisted units)
0-1 Bedroom	25%	0%
2 Bedroom	45%	50%
3 Bedroom	25%	40%
4 Bedroom	5%	10%

* *emphasis added*

The City's objectives are less than the identified need. There are several reasons for the objectives to be less than the need. The analysis for setting forth the numerical targets is based upon the following inputs:

- ✓ Several discussions on possibilities and future scenarios held by the Affordable Housing Study Technical Resource Team which is comprised of experts on land use, finance, redevelopment and affordable housing strategies.
- ✓ Recognition of the fact that two years into the five-year planning period have elapsed. During the first two years of the program, 198 housing units were constructed — 70 single-family and 120 multi-family. To fully achieve the RHNA figures would require the construction of 467 dwellings per year between mid-year 1991 through mid-year 1994. The annual rate of construction has never been met within the City in the decade of the 80s.
- ✓ The need to "tool-up" and establish a foundation for subsequent housing production efforts. These include, for example, establishing a Brea-based non-profit corporation and removal of governmental constraints through planned actions.

CITY OF BREA
HOUSING GOALS, POLICIES AND PROGRAMS

Goals	Policies	Programs
Conserve and improve the condition of the existing standard affordable housing stock.	To conserve the existing rental housing stock.	Condominium Conversion Regulations
	To continue to use funds available from the Housing and Community Development Act to improve the existing housing stock and upgrade neighborhood conditions.	Housing Rehabilitation Program
	To utilize the 20% Affordable Housing Fund to meet the rehabilitation, production and assistance needs.	Affordable Housing Strategy
	To preserve and/or stabilize the residential neighborhoods within the Specific Plan Area through rehabilitation where economically feasible.	Towne Plaza Specific Plan
Assist in the development of adequate housing to meet the needs of low and moderate income households.	To create a housing market that offers reasonable housing prices and rents through a steady expansion of the housing supply.	Housing Trust Fund -- Phase I
	To establish a balanced approach to meeting housing needs that includes the needs of renter and owner households.	Habitat Housing Program
	To provide the development of housing at densities which facilitate the ability to meet the needs of low and moderate income households.	Density Bonus Implementation Ordinance

CITY OF BREA
HOUSING GOALS, POLICIES AND PROGRAMS

Goals	Policies	Programs
Identify adequate housing sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups. Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.	To utilize the 20% Affordable Housing Fund to meet the rehabilitation, production and assistance needs.	Affordable Housing Strategy
	To encourage the development of a variety of housing types in Brea including mobile homes and manufactured housing.	Affordable Housing Strategy
	To work closely with residential project developers for purposes of addressing the community's housing needs.	Market and Land Use Study
		Market and Land Use Study
	To provide information to the business community on housing availability in the existing market and new residential developments.	Market and Land Use Study
	To provide housing in adequate locations with convenient access to employment opportunities, community facilities and adequate services.	Land Use Element Specific Plans
	To establish standards and procedures that encourage the development, maintenance and rehabilitation of affordable housing.	Density Bonus Implementation Ordinance Inclusionary Zoning Ordinance
	To promote the provision of adequate housing for households with special needs, including but not limited to, large families, handicapped persons, families with children, the elderly and the homeless.	Orange County Fair Housing Referral Support Services

INTRODUCTION

According to Section 65583(c), the housing element must include:

"A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. In order to make adequate provision for the housing needs of all economic segments of the community, the program shall" ... address specific needs.

CONSERVING EXISTING AFFORDABLE HOUSING

Under Article 10.6 of the State planning and zoning law, the housing program of a local housing element must include actions which:

Conserve and improve the condition of the existing affordable housing stock.

This section of the law, then, deals with two different but somewhat related needs: (1) improving the condition of housing (e.g., rehabilitation of deteriorating housing), and (2) conserving the current supply of affordable housing (i.e., protecting the rental supply from conversion to condominiums).

Current actions of the City which are directed at meeting these aims of the State law include:

- Enforcement of housing quality standards (e.g. Uniform Building Code).
- Provision of financial assistance to facilitate residential rehabilitation (e.g., low interest loans and deferred loans).
- Protecting existing affordable market rate housing (e.g., regulating the conversion of apartments to condominiums).
- Preserving continued housing affordability (e.g., seniors housing, Lake Park affordable mobile home units, Heritage Park seniors housing).

**CITY OF BREA: HOUSING PROGRAM DESCRIPTION
MID-1989 TO MID-1994**

PROGRAM CATEGORY	PROGRAM DESCRIPTION	QUANTITATIVE OBJECTIVES	FUNDING	AGENCY RESPONSIBLE
Conserve and Improve Existing Housing 1. Structural Conservation and Rehabilitation	A. Uniform Building Code B. Housing Rehabilitation Program	✓ Evaluate housing conditions of 200 dwelling units. ✓ Provide financial assistance for the improvement of 65 housing units.	✓ General Fund ✓ Community Development Block Grants	✓ Building Departments ✓ Fire Department ✓ Community Services Department

**CITY OF BREA: HOUSING PROGRAM DESCRIPTION
MID-1989 TO MID-1994**

PROGRAM CATEGORY	PROGRAM DESCRIPTION	QUANTITATIVE OBJECTIVES	FUNDING	AGENCY RESPONSIBLE
2. Affordability Conservation Assist in Low/Moderate Income Housing Development 1. Federal & State Subsidy Programs 2. Local Incentives	A. Condominium Conversion Regulations	✓ Protect from conversion existing apartment units.	✓ General Fund	✓ Development Services Department
	B. Continued Affordability Requirement	✓ Maintain affordability of 1,073 low and moderate income housing units.	✓ General Fund 20% Set-Aside	✓ Development Services Department ✓ Redevelopment Agency
	A. Density Bonus Implementation Ordinance	✓ Complete Ordinance Preparation by 12/91	✓ General Fund	✓ Development Services Department ✓ City Attorney
	A. Affordable Housing Strategy -- Phase I	✓ Completion of Phase I report by late 1990.	✓ 20% set-Aside	✓ Development Services Department
	B. Housing Trust Fund -- Phase I	✓ Completion of Phase I report by late 1990.	✓ 20% Set-Aside	✓ Development Services Department
	C. Habitat Housing Program	✓ Develop 45 affordable housing units.	✓ 20% Set-Aside	✓ Redevelopment Agency

**CITY OF BREA: HOUSING PROGRAM DESCRIPTION
MID-1989 TO MID-1994**

PROGRAM CATEGORY	PROGRAM DESCRIPTION	QUANTITATIVE OBJECTIVES	FUNDING	AGENCY RESPONSIBLE
Provision of Adequate Housing Sites 1. Potential Housing Capacity 2. Variety of Housing Types Removal of Governmental Constraints	A. Market and Land Use Study B. Land Use Element Refer to Discussion in Text.	✓ Completion of the study by mid-year 1990. ✓ On-going Refer to Discussion in Text.	✓ General Fund ✓ General Fund	✓ Community Development Department ✓ Community Development Department

**CITY OF BREA: HOUSING PROGRAM DESCRIPTION
MID-1989 TO MID-1994**

PROGRAM CATEGORY	PROGRAM DESCRIPTION	QUANTITATIVE OBJECTIVES	FUNDING	AGENCY RESPONSIBLE
Promote Equal Housing Opportunity 1. Fair Housing Support 2. Referral of Discrimination Complaints	A. Ongoing Support to the Local Fair Housing Council. A. Development and implementation of a system to refer discrimination complaints to the proper agencies.	✓ Contribute resources by 6/92. ✓ Prepare system by 12/91.	✓ Community Development Block Grants ✓ General Fund	✓ Orange County Fair Housing Council ✓ Community Services Department

Uniform Building Code

The Uniform Building Code covers the fire, life and structural safety aspects of all buildings and related structures. Those substandard housing conditions which relate to structural safety aspects are abated through enforcement of the Uniform Building Code. Implementation of these provisions of the Code is accomplished on a complaint basis by the City.

Housing Rehabilitation Program

The City implements a Housing Rehabilitation Program which involve two types of financial assistance, as follows:

- Low Interest Home Improvement Loans (3%) — The Bank of America will make 3% loans for home improvements to low and moderate income owner-occupants. The maximum loan amount is \$25,000 with a maximum term of 15 years.
- Deferred Loans — The City will offer to homeowners with financial hardships, direct home improvement loans which will not become due and payable until title to the rehabilitated property transfers from the recipient to another party. The City will, however, require a recommended monthly repayment amount based on income and ability to pay.

Further detailed descriptions of the City's rehabilitation programs are provided in the Technical Appendix.

Condominium Conversion Regulations

Residential condominium conversions are regulated by Section 400 of the Zoning Code. This section establishes that proposed conversion projects must be in "substantial accordance" with stringent development standards. More importantly, with respect to preserving affordability, is that condominium conversions are permitted only subject to the issuance of a conditional use permit. A proposed condominium conversion project may be approved, disapproved or conditionally approved by the Planning Commission in accordance with the criteria set forth for the issuance of a conditional use permit. One criterion for approving a conditional use permit is as follows:

“...that said uses (or use) with any conditions to be imposed are necessary or desirable for the development of the community, are in harmony with various elements or objectives of the General Plan, and are not detrimental to existing uses or to uses specifically permitted in the zone in which the proposed uses are to be located.”

Consequently, in the consideration of a condominium conversion project, the Planning Commission would review its relationship to this Housing Element, particularly the housing needs, apartment survey results, and the goals, objectives and policies contained in this document. In this way, careful and appropriate evaluation would be rendered on the impact that a proposed project could have on the affordable rental housing supply.

Continued Housing Affordability Requirements

Three recent developments in the City contain affordable housing units and provisions for continued affordability. One of these developments is known as BREAL, a 30-unit senior citizens apartment building. Housing costs for this development were reduced to \$350,000 through a variety of means, including volunteer labor and donated materials. The balance was financed by a tax-exempt loan of 5 1/2% for a 25-year term. This enables monthly rents as low as \$145 to \$165, as of June 1989. Continued affordability is assured because of the fixed interest rate/fixed term status and the development reverts to City ownership after 30 years.

Other continuing affordability programs include:

1. Town and Country (700 Block of North Brea Boulevard):
 - 20% (24 dwelling units) are available to low/moderate income tenants;
 - Rental apartment complex.
2. Heritage Plaza Senior Apartments:
 - \$100 rental subsidy is available to the tenants of 35 dwelling units;
 - Starting date: May 1989.
3. Brea Woods Senior Housing:
 - \$100 rental subsidy is to tenants of 49 dwelling units.

4. Orange Villa — Proposed Senior Project (double occupancy):

- 9 dwelling units will be rented at \$650/month;
- \$100 rental subsidy will be available to tenants of 9 additional dwelling units.

ASSIST IN THE DEVELOPMENT OF AFFORDABLE HOUSING

This category of the Housing Program is intended to identify current current and future actions which comply with the following provision of State law:

“Assist in the development of adequate housing to meet the needs of low- and moderate-income households.”

This section implies that a housing program should describe current or planned actions only as they relate to the development of new housing. The cost assistance needs, however, can be met, in part, by use of the existing housing supply as well. For this reason, current and future actions of the City related to housing assistance, are categorized in terms of existing and new housing.

Affordable Housing Fund/Affordable Housing Strategy

Meeting housing needs is a fundamental purpose of California's Redevelopment Law. It is noteworthy, for example, that Section 33071 of the Health and Safety Code states that a purpose of redevelopment is:

“(Expanding) the supply of low and moderate income housing ... (and) employment opportunities for jobless, underemployed, and low income persons...”

There are several ways in which the 20% “housing fund” may be used to meet the needs of “persons and families of low or moderate income.” These ways or methods may include the following (Section 33334.2(e)):

- Acquire land or building sites.
- Improve land or building sites with onsite or offsite improvements.
- Donate land to private or public persons or entities.

- Construct buildings or structures.
- Acquire buildings or structures.
- Develop plans, pay principal and interest on bonds, loans, advances or other indebtedness, or paying financing or carrying charges.
- Provide subsidies to, or for the benefit of, "very low income" households, as defined by Section 50105, "lower income" households, as defined by Section 50079.5, or persons and families of "low and moderate income," as defined by Section 50093.

Redevelopment Agency Programs

The Redevelopment Agency continued working toward the development of approximately 20 projects in the Brea Towne Plaza Specific Plan area. Construction of 88 additional housing units is currently taking place, with six of the units completed and already occupied. Groundbreaking dates have been set for two senior citizen projects which will result in 65 more housing units. The agreements for the senior housing specify that the developer keep the cost of a portion of these units below market value, in order to provide housing for lower income seniors. Agreements with other developers will result in 70 more housing units in the Brea Towne Plaza Specific Plan area. Some of these units are also near groundbreaking dates.

Policy Guidelines

By establishing priorities among families with housing needs, and by specifying housing unit size by bedrooms and type by tenure (owner, renter), the City will define its housing assistance goals. Thus, these goals directly derive from guidelines from housing assistance policy in Brea. The following guidelines are proposed in consultation with key City staff.

Overall Assistance Goal: Brea will strive to meet one-third of the current and future housing need in the City, including regional housing need assignments from SCAG, existing needs (defined as households with overpayment, housing rehabilitation, overcrowding or special needs), as well as California Redevelopment replacement and inclusionary requirements.

Targeting: The City will establish four income levels for the targeting of housing assistance. These are detailed below in Table 15, based on the 1990 median income level for Orange County of \$49,100 for a family of four. Households of all sizes require assistance. The City's income targeting standard will be adjusted for family size each year.

**TABLE 15
HOUSEHOLD INCOME TARGETING
BREA AFFORDABLE HOUSING STRATEGY**

Level	Definition	Median Income Range for Family of Four
1	Households earning not more than 30% of the area median income, adjusted for family size.	No more than \$14,730
2	Households earning over 30% and not more than 50% of the area median income, adjusted for family size.	Between \$14,731-\$24,550
3	Households earning over 50% and not more than 80% of the area median income, adjusted for family size.	Between \$24,551-\$39,280
4	Households earning over 80% and not more than 120% of the area median income, adjusted for family size.	Between \$39,281-\$58,920

Affordable Housing Expense: Brea will establish affordable housing expense levels within income classifications at the midpoint of each income classification. The purpose of the midpoint strategy is to assure that most households within each income group do not over pay for their housing expense.

For renters, housing expense will be defined as 30% of gross income (for each income group) for rent and utilities.

For owners, affordable housing expense will be defined as 30% of gross income (for each income group) for principal, interest, property taxes, property insurance and other associated expenses such as condominium membership fees, maintenance expenses, property mortgage insurance and others. Brea's definition of affordable housing expense for both renters and owners will remain consistent with California Redevelopment Law and any other applicable state and federal legal requirements. The definition of affordable housing expense by income group is shown below in Table 16.

TABLE 16
AFFORDABLE HOUSING EXPENSE BY FAMILY INCOME

Income Level	Definition of Income Level	Definition of Affordable Housing Expense	Affordable Monthly Housing Expenses
1	Up to 30% of the area median income, adjusted for family size	30% of 25% of the area median income, adjusted	\$307
2	Between 30% and 50% of the area median income, adjusted for family size	30% of 40% of the area median income, adjusted	\$491
3	Between 50% and 80% of the area median income, adjusted for family size	30% of 60% of the area median income, adjusted	\$736
4	Between 80% and 120% of the area median income, adjusted for family size	30% of 100% of the area median income, adjusted	\$1,228

1 Based on 1990 Orange County median income for a family of four. Level III income reflects 1990 amendments to the California Health & Safety Code definition of affordable housing cost for this group.

Mix of Unit Size: The following mix of units of assisted housing units by unit size will be established as a goal.

<u>Unit Size</u>	<u>Percent of Total Assisted Units</u>	
	<u>Renter</u>	<u>Owner</u>
1 Bedroom	25%	0
2 Bedrooms	50%	50%
3 Bedrooms	20%	40%
<u>4 Bedrooms</u>	<u>5%</u>	<u>10%</u>
TOTAL:	100.0%	100.0%

Leverage Goal: Brea will seek to leverage every dollar of subsidy capital it provides with at least 1.5 dollars of non-Brea subsidy capital. Subsidy capital is defined as that amount of money needed to fill the affordability gap for families of different incomes and different family sizes, for both owners and renters. The subsidy capital leverage goal does not include additional leverage anticipated of construction and permanent financing, or debt capital, for assisted housing projects in Brea. Leveraged debt provided by private sector financial institutions is readily available for affordable housing projects to the extent loan payments may be directly supported by rent or mortgage payments of the occupant. Brea fully intends to call upon area lenders to meet the serviceable debt requirements of the affordable housing strategy.

Compliance with California Redevelopment Law: California Redevelopment Law places certain conditions on redevelopment agencies to provide for replacement housing units demolished as a result of agency action. Further requirements are placed on agencies to assure that a certain percentage of housing built within redevelopment project areas meet certain affordability requirements. Brea will comply with the minimum legal requirements made of California redevelopment agencies.

Targeting Priorities for Housing Assistance: Brea will target its affordable housing resources for households at various income levels and with special needs in direct proportion to each income group and special need group as they occur in the SCAG regional housing need assignments for Brea's future housing need and for current needs as described in the 1989 Housing Element.

Tenure: Brea's affordable housing program will provide affordable rental housing units to 60% of its assisted households, and ownership housing opportunities to the remaining 40%. Ownership housing opportunities will include creative arrangements such as limited equity cooperatives. Brea's affordable housing program will emphasize creation of new, first-time ownership opportunities for renters.

Affordability Term: Because of the substantial amounts of public resources required to provide housing assistance at income Levels I, II, and III, Brea will assure permanent affordability of assisted rental housing units, that is, for their useful economic life. The term of affordability controls for ownership housing will represent a balance of the City's interests in preserving affordable ownership opportunities over time and owners' interests in gaining a reasonable return on their equity investment.

Replacement Housing: Brea is proceeding to build 45 townhomes/condominiums which will be affordable to very low income households. This development is being accomplished in conjunction with Habitat. After the Habitat project is built, the Agency will have a remaining very low income replacement requirement of six (6) housing units.

These policy guidelines enable the City to establish its affordable housing goals. Applying the policy guidelines discussed above to those needs leads to the affordable housing assistance goals established in this Strategy. Other components of the Affordable Housing Strategy are outlined in the Technical Appendix.

Housing Trust Fund — Phase 1

The following discussion outlines the Phase 1 research with regard to the methods available to the City of Brea to capitalize a Housing Trust Fund. The preliminary conclusion is that the following taxes are available to the City to raise additional revenue and permit funding of a HTF. This may only occur by funding the General Fund, and then by annual transfer to the Brea HTF through Council budgetary action, or by two-thirds voter approval for an earmarked special tax.

- Business license tax, including a tax focused on real estate-related activities;
- Utility users' tax;
- Occupancy tax;
- Condominium conversion (or other development) tax; and
- Citywide special assessment district.

Section 65915(b) provides that a jurisdiction may offer other incentives of equivalent financial value in lieu of granting a density bonus (if target units are reserved for only 10 years), or a density bonus and additional incentive. Incentives of equivalent financial value are to be based on the land cost per dwelling units. The value of the density bonus may be determined by the difference in the value of the land with and without the density bonus. One or more independent appraisals could be used for negotiations to derive the land value. Identification of any increase value of the land only, as distinguished from the land including the value of the additional improvements attributable to the 25% unit increase, might be specifically requested, as this affects the type of appraisal method involved. Similarly, the value of both a density bonus and an additional incentive could be determined by the difference in the value of the land with or without both incentives.

The equivalent financial incentive is also subject to the declared intent of the Legislature and any incentives must "contribute significantly to the economic feasibility of lower-income housing." Brea's 20% set-aside fund is a source for providing the financially equivalent incentive.

Proposition 62 (California Government Code Section 53720-30), adopted in 1986, by its terms requires a two-thirds vote of the City Council and a majority vote at a general or special election to impose these taxes. The popular vote requirement may well be invalid, as discussed in the body of this report.

The following taxes are already available to the City, but only at their current rates. HTF contributions from these sources would reduce the revenue available for other uses from the General Fund.

- Real property tax;
- Sales and use taxes; and
- Real property transfer tax.

The City may also collect fees to fund directly the HTF, subject to establishment of a nexus between affordable housing and the activity against which the fee is assessed. Fees available to the City include:

- Commercial development fee;
- Inclusionary zoning in-lieu fees;
- Condominium conversion fees; and
- Housing preservation/anti-demolition fee.

There is some legal doubt about the availability of a preservation/anti-demolition fee.

Besides taxes and fees, other capital formation programs are available to create and preserve affordable housing. These programs include:

- Redevelopment tax increment revenue set-asides including, if the City desires funds exceeding the 20% housing set-aside required by State law;
- Payments by developers in lieu of other requirements for density bonuses.

The following chart summarizes Phase 1 findings in a comparative format. This chart reviews HTF revenue options and legal authority. The page references are to the text found in the full report and a summary of the Phase 1 findings is presented in the Technical Appendix.

PROVISION OF ADEQUATE HOUSING SITES

Brea's Housing Program, in accordance with State law, contains actions directed at accomplishing the following:

"Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups..."

SUMMARY REVIEW OF CITY OF BREA HTF REVENUE OPTIONS

Funding Mechanism	Available Now	Available W/ Restrictions	Restrictions	Assessment Rate	See Pages
Tax on interest from security deposits		X	See discussion in text	e.g., \$300 deposit at 6% to \$500 deposit at 10%	16-18
Documentary Transfer Tax		X	Any increase in real estate transfer taxes is prohibited by the terms of Proposition 62		37-38
Sales and Use Tax		X	Current rate set by statute; legislation required to increase rate	e.g., 1%-6% of current City collections	44-45
Inclusionary Zoning In-Lieu Fees	X			e.g., \$35,000/unit	45-54
Occupancy Tax	X		Proposition 62 may require a majority vote	e.g., 1%	54-55
Business License Tax	X		Proposition 62 may require a majority vote	N.A	18-35
Commercial Development Fees	X		Nexus study required	e.g., \$5.00/sq. ft.	56-59
Condominium Conversion Tax	X		Proposition 62 may require majority vote	N.A.	40-42

Funding Mechanism	Available Now	Available W/ Restrictions	Restrictions	Assessment Rate	See Pages
Housing Preservation Fees		X	Will require nexus study; may be limited by statute	N.A.	43
Utility Users' Tax	X		Proposition 62 may require a majority vote	N.A.	60-63
Citywide Special Assessment Districts	X			e.g., (\$90/household)	64-69
Tax Increment Revenues from Redevelopment Activity	X			20% Set-Aside; could be increased	69

N.A.: Requires further research.

Prepared by: David Paul Rosen & Associates.

Current actions of the City involving the provision of adequate housing sites include:

- Assuring a variety of housing types through implementation of the Land Use Element and Zoning Ordinance on vacant and redevelopment sites and continued implementation of the Towne Plaza and Carbon Canyon Specific Plans.
- Expanding the availability of sites through specific studies.

Assuring a Variety of Housing Types

Most of the land readily available for residential development is found in Central and Suburban Brea, a part of which is covered by the Towne Plaza Specific Plan. A full range of housing types is permitted by the current regulations on vacant and redevelopment sites. There is sufficient capacity to address the City's future need projections in the two Specific Plan areas and bypassed vacant parcels in Suburban Brea.

Market and Land Use Study

The City of Brea conducted a comprehensive market and land use study to determine the existing and future potential for retail, office, recreational and residential development within the city. This study has assisted the City in identifying specific economic development goals and assist the City in defining the highest and best use of its remaining land resources. The purpose of the Study was to provide background information to the City Council to guide future decisions on: a) the character of downtown Brea in proximity to Brea Boulevard and Imperial Highway; b) the land use pattern for the vacant Tonner Canyon area; c) the type and quality of its hillsides; d) the type of commercial development along Imperial Highway sites; e) the re-use of several neighborhood shopping centers which were developed over fifteen years ago and are now dated and in need of rejuvenation; and f) the re-use evaluation of Unocal property in Brea. The Study provided no specific recommendations on these issues; rather, it established benchmark data that could be used with other studies and information sources.

Density Bonus Housing Units

Government Code Section 65915 provides that a local government shall grant a density bonus of at least 25%, and an additional incentive, or financially equivalent incentive(s), to a developer of a housing development agreeing to construct at least:

- a) 20% of the units for lower-income households; or
- b) 10% of the units for very low-income households; or
- c) 50% of the units for senior citizens.

These alternatives are referred to as "the target households". A primary effect of the amendments is that the density bonus or incentives can be used only for contributing to the feasibility of providing units for lower-income households and seniors.

Adoption of an implementing ordinance by each jurisdiction is required. The ordinance must specify which of the following three types of developer incentives will be provided; one of the types must include procedures for modifying development and zoning standards:

1. **Modify Development Standards:**

- ✓ Reduce site development standards, e.g., street widths or paving, curbs/gutters, location of public works improvements, landscaping.
- ✓ Modify zoning code requirements, e.g., open space, minimum lot size, setbacks, parking standards.
- ✓ Reduce or eliminate any design requirements exceeding state building code standards, e.g., restrictions on roofing materials.

2. **Permit Mixed-Use Zoning Within Housing Development:** Allow non-residential uses along with residential if mixed use can reduce housing costs over housing-only on a site, e.g., uses which might qualify for off-site parking and/or parking in-lieu fees.

3. Allow Other Regulatory Incentives: Allow other measures which can be shown to result in cost reductions, e.g., additional density bonus, expedited processing, use of redevelopment funds or powers, or other public financing (there is, however, no requirement to offer direct financial assistance).

The ordinance should identify those provisions which will be included in a binding agreement with the project developer. The ordinance could also specify the type(s) of instruments which will be used to secure these provisions. Such instruments might include Development Agreements (pursuant to Government Code Section 65865), or other types of contractual agreements recorded as deed restrictions running with the property. Minimum provisions to be secured with a developer for reserved units include:

- ✓ Number of units by number of bedrooms;
- ✓ Standards for maximum qualifying household incomes;
- ✓ Standards for maximum rents or sales prices;
- ✓ Party/process responsible for certifying tenant incomes;
- ✓ How vacancies will be marketed and filled; and
- ✓ Restrictions and enforcement mechanisms binding on property upon sale or transfer.

For applications involving an infill project on a single parcel, it would be appropriate to base the density calculations on the maximum density permitted by the zoning ordinance for that particular site. The following example illustrates this type of project in Brea.

PROJECT APPLICATION EXAMPLE: INFILL PROPERTY

Land Use Designation	Residential: Multi-Family
Permitted Density	20 du/ac
Property Size	5 acres
Maximum Units at Permitted Density	100 units
Units Affordable to Target Households (20% for lower-income HH's	20 units
Density Bonus Units (@ 25%)	25 units
Total Project Units with 25% Density Bonus:	100 base units + 25 density bonus units 125 TOTAL UNITS <i>(105 units @ market rate, 20 units with restricted rents)</i>

State density bonus law is based on the premise that "local governments must offer the private sector incentives for the development of affordable housing . . ." (Chapter 842, Statutes of 1989, Section 1.) A key feature of the 1989 amendments requires provision of at least one additional incentive in addition to a minimum density bonus. Section 65917 places the burden on the jurisdiction for these incentives to "contribute significantly" (emphasis added) to the economic feasibility of lower-income housing in proposed developments." This means the incentives cannot be token in nature; they must directly affect the financial feasibility of including the target units in proposed projects. As noted below, the need for the additional incentive must be demonstrated only in certain cases; and in all cases where the jurisdiction denies an additional incentive, it must take a written finding that the additional incentive is unnecessary for affordability of the target units.

REMOVE GOVERNMENTAL CONSTRAINTS

Actions must be included in the Housing Program which will promote removing governmental constraints. The planning requirement is stated below:

“Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.”

For purposes of meeting State law and community housing needs, the City re-examines on a continuing basis the impacts it imposes on the maintenance, improvement and development of housing. One example is the Ordinance Revision Committee which from time-to-time reassesses code requirements and the zoning map of the City.

Actions approved by the City Council to remove, reduce or eliminate the barriers created by governmental constraints can be grouped into four categories:

- Land Use Recommendations
- Financing Recommendations
- Creative Housing Alternative Recommendations
- Implementation Recommendations

Land Use Recommendations

With regard to the removal of land use constraints, the City Council has approved the following actions:

1. City staff shall investigate the concept of FAR versus unit count per acre.
2. City staff shall investigate opportunities for increasing residential densities, consistent with quality, in specific locations.
3. City shall investigate specific locations and opportunities for land-banking and air-rights banking, including mobile home, modular unit, and manufactured unit parks and residential development projects.

Financing Recommendations

In regard to financial constraints, the City Council has approved the following actions:

1. City staff should work with consultants to develop creative ways of providing home ownership which allow for equity appreciation yet ensures long-term affordability.

2. City staff should draft an Inclusionary Zoning Ordinance for City Council and Planning Commission review and consideration, and provide for certain incentives (e.g., density bonus and tax-exempt financing) to mitigate some of the potential impact of the Ordinance.
3. The City should authorize a "nexus" study in order to create a linkage fee program for private, non-residential development which will not adversely affect the pace of development.
4. City staff should review those impact fees that could be fully or partially waived, subsidized or deferred for specified affordable housing projects.
5. City staff should investigate federal, state and private resources available for affordable housing.

Creative Housing Alternatives Recommendations

In connection with additional governmental constraints, the City Council has approved the following actions.

1. City staff shall investigate appropriate "code equivalencies".
2. To provide alternatives to the housing industry and to create community support for creative housing alternatives, the City should sponsor an affordable housing demonstration project (which may include a design competition).
3. City staff shall investigate SRO and living unit programs, (e.g., downtown).

Implementation Recommendations

With regard to implementation, the City Council has approved the following actions:

1. The City shall identify two to four near-term affordable housing implementation projects, and these should be included in future amendments to the Housing Element to the General Plan.
2. The City staff shall investigate specific locations and opportunities for buying-in to existing complexes and mobile home, modular unit, and manufactured unit parks and residential development projects.
3. The City shall identify and evaluate existing non-profit corporations in order to build relationships for partnerships and joint ventures.
4. Staff shall prepare a long-term plan for establishing a Brea-based non-profit housing development corporation.

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Section 65583(c)(5) requires that the housing program “promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.” The State Department of Housing and Community Development has offered the following insights:

1. Since state and federal laws uniformly outlaw most kinds of housing discrimination, local government's role is to identify strategies which will support and implement these laws. Such strategies may include consultation with fair housing and counseling organizations in the community to document the incidence of housing discrimination and the availability of services to address the problem. If these services are not available or are inadequate, the locality can request technical assistance from the district office of the Department of Fair Employment and Housing to develop specific local government actions to promote fair housing opportunity.

GENERAL PLAN ELEMENTS

The Brea General Plan consists of seven mandatory elements and an optional Parks - Recreation Element. The City Council adopted a comprehensive General Plan update in 1986. In addition, the Housing Element must achieve internal consistency with adopted Specific Plans for the Towne Plaza and Carbon Canyon areas.

INTERNAL CONSISTENCY DEFINED

Internal consistency, as used in California planning law, means that no policy conflict exists, either textual or diagrammatic, between the components of an otherwise complete and adequate general plan. The internal consistency requirement has five dimensions with respect to the structure and content of the general plan, which is explained in the following paragraphs.

Equal Status Among General Plan Elements

All elements of the general plan have equal legal status. For example, the land use and open space elements cannot contain different land use intensity standards. Because no element is legally subordinate to another, the general plan must resolve potential conflicts between or among the elements through clear language and policy.

Consistency Among the Elements (Inter-Element Consistency)

All general plan elements, whether mandatory or optional, must be consistent with each other. Whenever a jurisdiction adopts a new element or amends part of a plan, it must change the rest of the plan to eliminate any inconsistencies that the new element or amendment creates. The jurisdiction should update the plan at the same time it adopts the new element or amendment, or immediately thereafter.

Consistency Within an Element (Intra-Element Consistency)

Each element's data, analyses, goals, policies, and implementation programs, must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies. In turn, policies must form a logical basis for a general plan's implementation programs.

Area Plan Consistency

Internal consistency also means that all principles, goals, objectives, policies, and plan proposals set forth in an area or community plan must be consistent with the overall general plan. The general plan must contain a discussion of the role of area plans (if any) and their relationship to the general plan.

Text and Diagram Consistency

Internal consistency means that the general plan text and diagrams must be consistent with one another since both are integral parts of the plan.

LAND USE ELEMENT

The Housing Element (1989) is consistent with the intensity, density and distribution of residential uses in the City, as defined in the Land Use Element, Towne Plaza Specific Plan and Carbon Canyon Specific Plan.

CIRCULATION ELEMENT

The Housing Element (1989) promotes maintenance and enhancement of the City's housing stock through rehabilitation, reconstruction and new construction of residential dwellings, within the framework of the Land Use and Circulation elements.

In the future, roadway infrastructure improvements will be needed to facilitate residential development in the Sphere-of-Influence and Carbon Canyon areas. The Housing Element, which covers a five-year period, does not include proposals for land use or roadway improvement that affect these areas or the balance of the City. Consequently, the Housing and Circulation Elements are internally consistent.

[illegible]

SAFETY ELEMENT

NOISE ELEMENT

PARKS AND RECREATION ELEMENT

V-91

6. OPEN SPACE & CONSERVATION ELEMENTS

Preface

"Open Space is a defining characteristic of Brea. The prominent ridgelines and hillsides to the north of Brea form a dramatic backdrop to the entire community. Moreover, many of these ridgelines and hillsides are connected by expansive open spaces. Although not all pristine, these open spaces are valued by Breans, and yet these lands are owned by others. Many believe that open space is one reason why Brea remains special." - *Final Report of the Open Space Task Force, June 1994*

Introduction

Open space has been included in the master planning effort for three essential reasons: (1) open space is by nature inextricably connected to the core issues surrounding parks & recreation; (2) the citizens of Brea have a long tradition of supporting and valuing open space in its many forms; and (3) open space is one of the 7 State-mandated elements required to be included in a City's General Plan.

As a community, Brea has become over the last several years progressively more interested in issues surrounding open space. In one way or another open space has been a focus of 7 separate planning efforts over the last 10 years. Among these efforts are: the 1986 Open Space Element of the General Plan; the Brea Project; the Downtown Charette; the SOI Vision-Building workshops; creation of a Hillside Management Ordinance; the Open Space Task Force; and, the current Parks, Recreation Open Space & Human Services Master Plan. Understanding these planning efforts is an important precursor to creating goals, objectives and policies for the future.

Open space is certainly not a new issue for Brea, as evidenced by the previous efforts referenced above. Nevertheless, it is an issue, similar to Human Services, that lends itself more to qualitative analysis. For example, it is unlikely that open space goals will (or should) identify exact parcels of land for acquisition or preservation. The information to make such judgments is not and will not be available in the context of the master plan process. Rather, the master plan goals should take a step back and identify general areas for open space. The maps and data contained in this element have been collected at a level of specificity that is conducive to general plan level analysis. As such, the scale of exhibits and data upon which they are based, are not generally suitable for making finite, parcel-specific, land use decisions. These data and exhibits suggest general patterns or environmental concerns that warrant a detailed analysis as part of environmental impact report and specific plan processes and which will become the basis for specific land use decisions.

The sections that follow will summarize the findings of Brea's previous efforts with respect to open space. These previous efforts provide context and background relative to the formation of goals, objectives and policies.

1986 Open Space & Conservation Element

Brea's 1986 General Plan combined the required Open Space and Conservation elements into one single element. The issues contemplated in the 1986 element include: decline of agriculture; unmet outdoor-recreation needs; fire hazards; flood potential; earthquakes and

landslides; and, scenic vistas. In addition to these previous issues, the current master plan process should consider: the continuity of open space; and, the relationship of open space to wildlife corridors.

Brea Project

Initiated in 1988, the Brea Project was a community participation program aimed at improving the whole system of governance. Participants were organized into three separate groups to deal with: (1) development and redevelopment; (2) traffic; and, (3) maintenance.

Recommendations from the Brea Project related to open space included: providing more lighted sports fields, implementing a system of bike paths throughout the City, require dedication of land from future developers for parks, developing a hillside master plan, promoting cluster housing as a means to preserve open space, providing greenbelt buffers between residential and commercial areas, and establishing "greenscapes" around buildings.

Downtown Charette

The Downtown Charette was largely an outgrowth of the Brea Project, whose participants recognized the need to convene a special design workshop to guide the future of the Downtown area. Though the Charette was clearly more focused upon the ultimate design and use of Downtown, participants acknowledged the need to incorporate green spaces within the Downtown plan, to explore linkages to other park or open space areas, and to preserve the view of hills which serve as Brea's backdrop.

Future Brea: SOI Vision-Building

The SOI workshops, as this process has come to be known, followed in the Charette tradition of developing design-related themes for Brea's sphere of influence. The sphere of influence, or SOI, represents the vast majority of vacant land resource for future growth, open spaces and other essential land use needs. In fact, if this entire area were annexed to Brea, it would represent about a 70% increase in land area. Demographic forecasts suggest that these areas, if annexed, could increase Brea's population by about 43%.

The SOI Vision Document synthesized community input into 7 planning principles: facilitate land use diversity; incorporate sustainable design techniques; recognize need for economic feasibility in land use decisions; preserve environmental resources found in SOI; improve mobility; reaffirm cultural/historic enhancement as an integral part of land use decisions; and, avoid piece-meal decision-making.

Perhaps as important as these 7 principles, however, was the Vision Document's emphasis on follow-up actions to implement a new vision for the SOI. These actions included: establishment of the Trails Committee to create a trails master plan; creation of a Hillside Management Ordinance that would preserve ridgelines and ensure sensitive grading on hillsides; and, establishment of the Open Space Task Force to open space issues, including whether to pursue a ballot initiative in Brea to tax residents and use the proceeds to acquire open space.

Hillside Management Ordinance

The Hillside Management Ordinance was a direct result of the SOI workshops. It was adopted in February 1994. This ordinance, one of the most stringent in Southern California, serves to protect prominent ridgelines in Brea's SOI and establishes standards for grading and development on slopes and in hillside areas. The ordinance encourages cluster-type development as a means to preserve open space areas. The Planning Commission is also empowered through this ordinance to review development and grading plans for hillside properties to ensure that good and sensitive design techniques are employed.

Trails Master Plan

The Trails Master Plan was a direct result of the SOI Vision building process. The Trails Committee was established to provide input into the planning process. The Committee's efforts resulted in the adoption of the Bikeway and Riding and Hiking Trails Master Plans. The Bikeway Master Plan was adopted as part of the Circulation element. The Riding and Hiking Trails Master Plan was adopted as part of the Parks and Recreation element of the General Plan. The City Council adopted both plans on July 13, 1993. These plans are intended to be a guide for quality development of trail systems in Brea, including connection to other trails in surrounding jurisdictions.

Open Space Task Force

The work of the Open Space Task Force serves as foundation for current and future discussions about open space and how to preserve it. The Open Space Task Force was created as a follow-up to the SOI Vision Document to study whether public acquisition of land for open space was a viable alternative in Brea. The concept of public acquisition of open space was to some degree patterned after successful ballot initiatives in both San Juan Capistrano and Laguna Beach, where residents agreed to tax themselves in order to acquire land for open space.

The Open Space Task Force concluded that there was insufficient local support to adopt an open-space tax. Rather, the task force found the most practical manner to preserve open space was through negotiating with property owners/developers as a part of considering permits to develop land. Such a process, the task force found, had the highest potential for all parties to "win."

The Open Space Task Force's Final Report concludes with a series of recommendations, including: to initiate a Parks, Recreation & Open Space Master Plan; to adopt open space selection criteria; to re-evaluate subdivision policies; and, to establish an incentives program for open space preservation as a part of the development process.

Parks, Recreation, Open Space & Human Services Master Plan

This current master plan process has in many ways picked up where the Open Space Task Force left off. For instance, the random sample telephone survey offers us a representative first look at how the Brea community uses and values open space. Further, through the plotting and analysis of various environmental characteristics and selection criteria, we are able to produce computer-generated maps to identify areas suitable for open space, as well as open space connections.

The telephone survey has enabled us to understand how the community uses and values open space. Through it we learned that 70% of all Brea households casually use parks and open space. This suggests that, though organized youth sports garner more attention, more households are actually served by providing open spaces, passive parks and trails. Further, the survey reveals that casual park/open space use is the third highest use per capita (i.e., each member of Brea households, on average, use passive parks/open space 16.4 times a year). This further suggests the importance of providing open spaces. It is interesting to note that these participation rates are similar to both California and U.S. statistics regarding use of open space. Finally, the telephone survey revealed that while open space is very important to Breans, it is clearly the 35 to 44 age group that has the highest potential for open space use (25.2 times per year). This suggests that while meeting the needs of this population age group is important, we also need (a) to understand and address the needs of seniors and youth; and, (b) to establish policies that acknowledge those needs and the gradual aging of the population.

Another first in our evaluation of open space issues is the use of digital-constraints mapping in the master plan process. The City's consultants have created a mapping system where a variety of environmental constraints or conditions are "digitized" (i.e., digitally recorded). These constraints or conditions include: earthquake faults, wildlife corridors, prominent ridgelines, steep slopes, sensitive plant communities, flood hazards, "blue-line" (i.e., vernal) streams, landslide areas, etc. In its digital form, it is possible for the first time, to use the computer to study relationships and opportunities between many issues. More importantly, by comparing and contrasting many of these variables, we can draw initial conclusions about the suitability of certain areas for open-space preservation.

Issues and Opportunities

Major issues and opportunities are described in this sub-section. The list was compiled from a variety of sources, including the 1986 General Plan as well as from background information contained in the Technical Appendices of General Plan, the Carbon Canyon Specific Plan, and State planning law. The issues and opportunities are presented in the following list.

ISSUES

1. Much of the agricultural activities in Orange County have become uneconomical because of water costs, energy rates and high operating expenses. In addition, development pressure is another reason for the decline in agricultural activity in the planning area. Accordingly, traditional agriculture is not a significant community concern in Brea.
2. There are a variety current unmet outdoor recreation needs and projected needs for the future. Future needs must be gauged against the shifting demography of Brea.
3. Potential fire hazards exist in the undeveloped hill and canyon areas. These areas are rated by the State Forestry Division as a high-fire-severity zone because of the weather conditions, medium-to-heavy vegetation and severe slope conditions. There have been a large number of fires in the high-fire-severity zone with the most recent occurring in 1994 in the northeastern sector of the planning area.

4. Brea is situated near the foothills and above the true flood plain of Orange County. However, there are a few areas within the City that are flood prone. (The City is a participant in the National Flood Insurance Program and currently practices flood plain management and zoning as per the federal guidelines.)
5. Carbon Canyon stream and its tributaries, Telegraph Canyon Creek and Soquel Canyon Creek, which flow into the Carbon Canyon dam area, exhibit some hazardous flooding during high intensity storms.
6. The planning area has evidence of potential hazards due to earthquake activity and extreme slopes over 30% gradient. The major fault is the Whittier Fault, which trends in a northwest/southeast orientation.
7. Scenic highway corridors along existing Carbon Canyon Road and portions of Brea Boulevard require special planning consideration to protect visual open space resources.
8. Open space connotes different things to different people. Finding an accurate, yet inclusive definition for the term is important, though difficult.
9. Sometimes, preserving specific open space areas or quantities of open space may be critical, though impractical through the development process. Other options, perhaps including public acquisition through a special tax, ought to be considered.
10. Brea is a founding member of the Wildlife Corridor Conservation Authority, whose role is to acquire and/or preserve wildlife corridors throughout the Puente and Chino Hills and connect them to recognized corridors in the Cleveland National Forest. The Open Space element needs to be carefully coordinated with the mission and activities of the Authority.
11. Establishing open space selection criteria is a critically important step in identifying and prioritizing areas for acquisition or preservation.

OPPORTUNITIES

1. According to the Final Report of the Open Space Task Force, Breans want to preserve open space for three fundamental reasons:
 - For environmental sensitivity - to preserve and protect resources, habitat, scenic and/or aesthetic areas.
 - For enhanced recreation - for additional passive and active recreation areas.
 - For quality of life - to preserve rural characteristics while maintaining or improving traffic, noise and air quality.
2. There are 1,925 acres within Brea and its sphere of influence (SOI) currently under oil drilling and extraction activities. This acreage amount is about 17% of the entire City and SOI. About 472 acres of oil production activity are already located within the City limits. These areas represent a "land banking" resource for future development.

3. Public open space in the planning area is extensive. While the existing City parks amount to only 35 acres, they combine with County, State and other open space areas to provide a substantial network of open areas. These other areas include:

Planned parks (within 2-3 years)	20 acres
County parks	249 acres
State Park	5,600 acres
1997 State Park addition	979 acres
<u>Dedicated open space</u>	<u>220 acres</u>
TOTAL	7,068 acres

It should also be noted that a substantial area of the Chino Hills State Park lies within San Bernardino County. The State's master plan calls for this park to include approximately 13,000 total acres at completion (this total includes the 2,451 acres in Brea that is listed above).

4. The major rock outcroppings in the planning area have been identified in publications of the California Department of Conservation, Division of Mines and Geology. The canyon areas exhibit most of the rock outcroppings; some are also exposed cliff formations.
5. Major vegetation in the riparian and oak-woodland associations and the California native walnut woodlands represent significant vegetation over six feet (primarily trees). These areas offer visual and recreational activities as well as shelter and food for wildlife habitat.
6. Diversity of wildlife is related to the vegetation located in the planning area. The most diverse wildlife habitat is associated with riparian vegetation which is found along stream courses. The next most diverse wildlife habitat is that associated with the vegetation over six feet, primarily of the oak-woodland association. According to previously completed studies, there are rare or endangered species' habitats in the area.
7. Open space for outdoor recreation includes highway corridors that have scenic, cultural, or historic value. The rural hillsides along existing Carbon Canyon provide scenic resources worthy of preservation. Rose Drive from Vesuvius to Valencia Avenue also is notable for nearly unobstructed view of the hills beyond. The portion of Brea Boulevard from Central Avenue to northern City limits is of scenic and historic interest. The view corridor is a gateway to the City and has numerous mature pepper trees.

Goals, Objectives & Policies

Introduction

This section presents the goals, policies and objectives of the City as they pertain to open space lands and conservation. The statement of goals, policies and objectives is derived primarily from the previous Open Space and Conservation Elements which were adopted in 1980. The adoption of these two elements followed an extensive citizen participation effort. In addition, the goals, policies and objectives have been cross-referenced with the Land Use Element and the Parks & Recreation Element to maintain internal consistency.

GOALS

1. To provide a flexible and balanced open space and conservation plan.
2. To provide for aggressive preservation of open space.

OBJECTIVES

1. Protect the public health and welfare of the community through identification and control of unhealthful and hazardous conditions in the City.
2. Establish an open space system that defines areas for future urban expansion, rather than allowing urbanized areas to define the open space system.
3. Provide outdoor recreation activities which are responsive to the needs of all age and socioeconomic groups.
4. Provide private and public open space opportunities by encouraging compatible activities such as schools, parks, residential and agricultural uses.
5. Create an open space network that is both part of the natural and urban fabric of Brea and connects to the regional open-space system.
6. Respect the natural capability of all lands in the Brea open-space study area.
7. Establish open-space selection criteria which enable decision-makers to determine the relative value of parcels of land for preservation. These selection criteria should address issues such as:
 - Connectivity
 - Access
 - Sensitive Areas
 - Natural features
 - Subdivision patterns
 - Buffer zones
 - Preserve the backdrop of Brea
8. Encourage economically feasible agricultural uses in hazardous areas such as the flood plain or seismic zones.
9. Develop lands under public jurisdiction only to serve the uses directly related to the Agency's province or activity. Construction should be considerate of the natural characteristics and open-space value of the site.
10. Eliminate gradually all non-recreational development in public open space.
11. Draft a classification in the zoning ordinance that applies specifically to publicly owned parks with open- space areas.

12. Rock outcroppings are unique landmarks and represent a major visual resource and should be preserved.
13. Prepare a fuel modification program involving new development adjacent to areas zoned high-fire-severity.
14. Explore the use of "gray water" (recycled water) for fire fighting and irrigation purposes.
15. Continue to participate in the National Flood Insurance Program and encourage low-intensity uses such as agriculture, golf courses and parks.
16. Continue managing and encouraging the recreational and agricultural uses within the flood prone area.
17. Explore the feasibility of establishing hiking and biking trail easements within the 100-year-flood-prone zones identified by the National Flood Insurance Program.
18. Implement the updated Seismic Safety Element which identifies the landslide-prone areas.
19. Identify unique stands of oak trees and significant wildlife habitats during the environmental impact review process.
20. Incorporate into specific plans areas of walnut and oak-woodland vegetation over six feet in height and vegetation with any recreational or flood easements.
21. Incorporate into specific plans streetscape guidelines for existing Carbon Canyon Road.

POLICIES

1. Encourage agricultural uses within areas not suitable for urban development.
2. Preserve public open space in three ways: first, through negotiating with property owners during the development process; second, through regulating preservation of ridgelines and hillsides; and third, through acquiring private lands using City funds, grants, bonds or assessment districts.
3. Preserve major rock outcroppings as unique landmarks and visual resources to the extent possible.
4. Develop areas of high- fire-severity only in consideration of the potential hazard.
5. Manage flood-prone areas in consideration of their potential hazard and natural resource value.
6. Preserve stream courses in their natural state as they represent a flood hazard and recreational resource, provide community identity, and serve as unifying corridors in the planning area.

7. Manage seismic and extreme slope areas in consideration of their potential hazard and natural resource value.
8. Manage stands of large oak trees as a unique natural and visual resource.
9. Manage areas of diverse wildlife habitat as a natural resource and prevent major destruction or disruption.
10. Identify streets with unique man-made or natural characteristics for special consideration as scenic routes.
11. Create and enforce special standards for development which occurs within a scenic highway corridor.

IMPLEMENTATION ACTIONS

This sub-section presents implementation actions for the purpose of achieving the open space and conservation element goals, policies, and objectives.

Open Space Overlay Zone: Mapping of the physical and environmental elements for the Open Space Element of the General Plan has been accomplished using existing, available data. The accuracy of mapping is not sufficiently detailed nor accurate to impose explicit development restrictions. However, the mapping is adequate for the purposes of identifying areas lending themselves to use as open space. The resultant Open Space Suitability Composite Map has been translated into an Open Space Overlay Zone. This zone should serve to raise a red flag when any development proposal includes land within this zone. It will be mandatory for that development proposal to address potential environmental and open space impacts for development in that area. In other words, the areas shown on the Open Space Overlay Zone as open space should remain so, until the developer performs more detailed studies that proves or disproves the value of the affected land as open space.

1. The following maps are hereby adopted as part of the Open Space and Conservation Element-- the Open Space Suitability Composite Map, Park and Open Space System Plan Map¹, Vegetation and Wildlife Corridors Map, Significant Land Forms Map, Flood Hazard Map, Landslide Hazards and Fault Zones Map, Managed Production of Resources Map, and Slope Analysis Map, and the California Department of Conservation, Division of Mines and Geology Map (DMG Open-File Report 84-24).
2. Review development projects to ensure that they address the preservation of open space when the proposed development is located in areas indicated on the Open Space Suitability Composite Map and other maps and data referenced in Item 1 above.
3. The existing oil overlay zone protects the management of oil production activities. Within the oil overlay zones, identify compatible joint-use facilities such as industrial parks and golf courses.
4. Implement the updated Parks and Recreation Element on an on-going basis.

¹ The areas shown on the Open Space System Plan Map are approximate. Final areas for open space preservation shall be surveyed and mapped during project planning by the landowner.

5. Continue to implement the current flood plain management practices as per the National Flood Insurance Program.
6. Identify specific trail easements within the stream flood corridors.
7. Screen development immediately adjacent to existing Carbon Canyon Road to soften its presence. Screening devices should employ vertical trees, shrub planting, and walls/berms where necessary for sound attenuation.
8. Review sign size, quantities, and locations within scenic highway corridors to ensure no visual conflict.
9. Minimize grading to protect the scenic and visual qualities along existing Carbon Canyon Road.
10. Continue to implement the Carbon Canyon and the Brea Towne Plaza Specific Plans.
11. The open space selection criteria, as listed below, are hereby adopted. These criteria should be used to evaluate the cumulative importance, rather than the individual importance, of the selection criteria when selecting land for open space preservation as part of this Element.

- **Connectivity**

Connection between open space areas is important, and can be important with respect to wildlife migration. Parcels of land which are contiguous to other open space areas have generally greater importance as open space.

- **Access/Recreation**

Enhancing recreation opportunities in Brea is important. Land that is sized, accessible, situated or otherwise suitable for recreation is generally greater importance as open space.

- **Sensitive Areas**

Parcels of land that contain certain delicate resources or have some demonstrable environmental sensitivity are generally of greater importance as open space. This includes parcel(s) of land with biological resources (plant and wildlife) and their sensitive habitat, wildlife corridors, significant land forms, topography, landslide hazard and fault zones, flood hazard, blue line streams, scenic vistas or other aesthetic qualities.

- **Natural Features**

Natural features such as ridge lines, scenic vistas, rock outcroppings or other aesthetic qualities, and significant topography are of greater importance as open space.

- Subdivision Pattern

Open space preservation is affected by land ownership and its subdivision characteristics such as parcel size, ownership, opportunity, and land costs. Parcels of land that are small and/or irregular in size with multiple ownerships are generally less practical for open space preservation. Conversely, large parcels of land held by a few owners are more practical for open space preservation.

- Buffer Zones

There are physical characteristics of land area that are needed to provide “buffer zones” between development and open space. These “buffer zones” such as fire breaks and fire roads, fuel modification zones, and trails may affect future open space areas. Parcels of land that are needed to provide buffer zones are generally more importance for open space preservation. Buffer zones between the State Park and residential are important to minimize visual and other impacts.

- Preserve the backdrop of Brea.

12. Use the following strategies when evaluating parcels of land for preserving open space:

- Negotiate with property owners during the development process
- Regulate land uses through the Hillside Management Ordinance
- Acquire private lands using City funds, bonds, or assessment districts as a last resort.



——— CITY LIMITS LINE
 - - - CITY SPHERE OF INFLUENCE BOUNDARY

NOTES:

c) DATA SOURCE FOR ITEMS 1, 2, AND 3 WAS OBTAINED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATES MAPS (FIRM).

THIS MAP IS INTENDED TO GRAPHICALLY ILLUSTRATE THE APPROXIMATE LOCATION AND EXTENT OF THE SUBJECT INFORMATION. IT IS INTENDED FOR USE AS A MASTER PLANNING TOOL TO BE USED ONLY IN CONJUNCTION WITH THE CITY OF BREA MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES.

LEGEND

1. FLOOD WAY IN 100-YEAR FLOOD ZONE "AE"
2. 100-YEAR FLOOD ZONE "AE"
3. 500-YEAR FLOOD ZONE "X"
4. BLUELINE STREAM AREAS

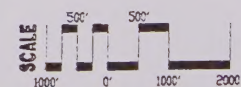
FLOOD HAZARD

City of Brea

MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES

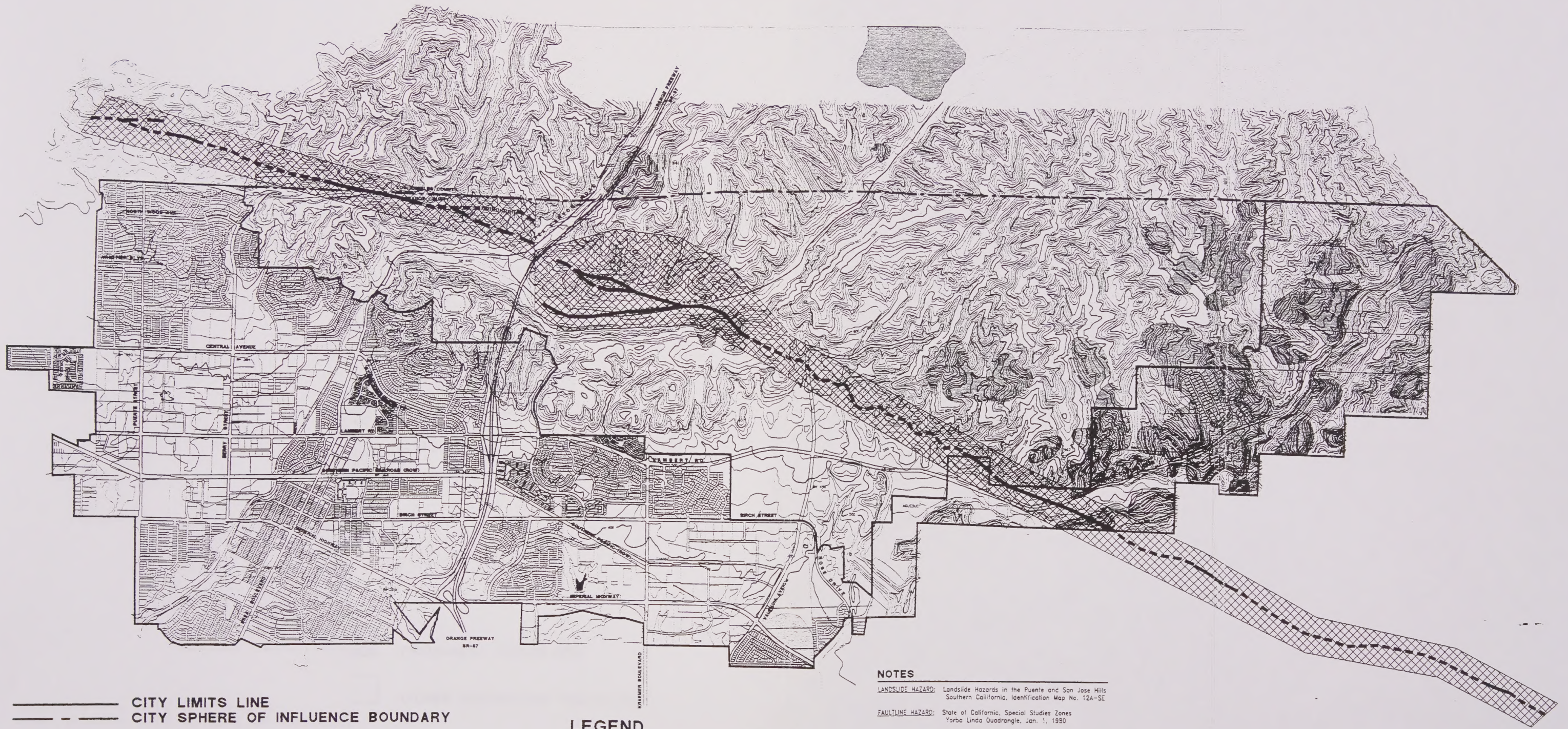
MITCHELL-LACOSS
 LAND SOLUTIONS
 PDS WEST

PLANNING
 22921 El Toro Road
 DESIGN
 Lake Forest, CA 92551
 LANDSCAPE
 ARCHITECTURE
 714-481-8112



OCTOBER 1, 1997





City of Brea

LANDSLIDE HAZARDS and FAULT ZONES

MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES

MITCHELL-LACOSS
LAND SOLUTIONS
PDS WEST

PLANNING
22800 E. Tenth Road
DESIGN
Lago Park, CA 92650
LANDSCAPE
ARCHITECTURE
714-561-8112

SCALE
1000' 0' 1000' 2000'



OCTOBER 1, 1997



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SOURCE
 PROMINENT RIDGE LINE FROM BREA HILLSIDE MANAGEMENT ORDINANCE.
 OTHER SIGNIFICANT RIDGE LINES FROM LAND FORM ANALYSIS OF THIS MASTER PLAN.

City of Brea

SIGNIFICANT LAND FORMS

MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES


MITCHELL-LACOSS
 LAND SOLUTIONS
 PDS WEST

PLANNING
 SERIES 21 Three Sheet
 DESIGN
 Linda Purcell, CA 09030
 LANDSCAPE
 ARCHITECTURE
 714-681-2112

SCALE
 1000' 0' 1000' 2000'
 NORTH

OCTOBER 1, 1997



——— CITY LIMITS LINE
 - - - CITY SPHERE OF INFLUENCE BOUNDARY

LEGEND

	AGRICULTURE		GRASSLAND		WOODLAND
	CHAPARRAL		RIPARIAN		WATERCOURSES
	DEVELOPED		SCRUB		WILDLIFE CORRIDOR
	DISTURBED				

SOURCES

VEGETATION TYPES: - North County Open Space
 County of Orange, 3/8/96
 WILDLIFE CORRIDORS: - City of Brea

VEGETATION and WILDLIFE CORRIDORS

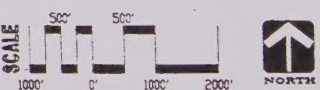
THIS MAP IS INTENDED TO GRAPHICALLY ILLUSTRATE THE APPROXIMATE LOCATION
 AND EXTENT OF THE SUBJECT INFORMATION. IT IS INTENDED FOR USE AS A
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 BREA MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES.

City of Brea

MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES

MITCHELL-LACOSS
 LAND SOLUTIONS
 PDS WEST

PLANNING
 22802 El Toro Road
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 ARCHITECTURE
 714-541-2112



OCTOBER 1, 1997



————— CITY LIMITS LINE
 - - - - - CITY SPHERE OF INFLUENCE BOUNDARY

SLOPE CLASSIFICATION LEGEND

KEY	SLOPE RANGE	KEY	SLOPE RANGE
	LESS THAN 5%		21% TO 30%
	6% TO 10%		31% TO 40%
	11% TO 20%		OVER 41%

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SOURCE
 USGS QUADRANGLES DIGITIZED BY ADVANCED DIGITAL MAPPING.

SLOPE ANALYSIS

City of Brea

MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES

MITCHELL-LACOSS
 LAND SOLUTIONS
 PDS WEST

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 ARCHITECTURE
 714-481-2112

OCTOBER 1, 1997
 SCALE
 1000' 0' 1000' 2000'

 NORTH



——— CITY LIMITS LINE
 - - - CITY SPHERE OF INFLUENCE BOUNDARY

OPEN SPACE SUITABILITY LEGEND

RELATIVE OPEN SPACE VALUE AS AFFECTED BY ENVIRONMENTAL CONDITIONS



LOWEST VALUE

HIGHEST VALUE

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SOURCE: GIS CONSTRAINTS ANALYSIS, THIS MASTER PLAN, BY MITCHELL-LACOSS LAND SOLUTIONS (PDS WEST).

OPEN SPACE SUITABILITY COMPOSITE MAP

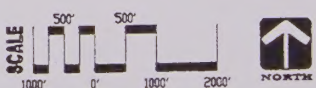
OCTOBER 1, 1997

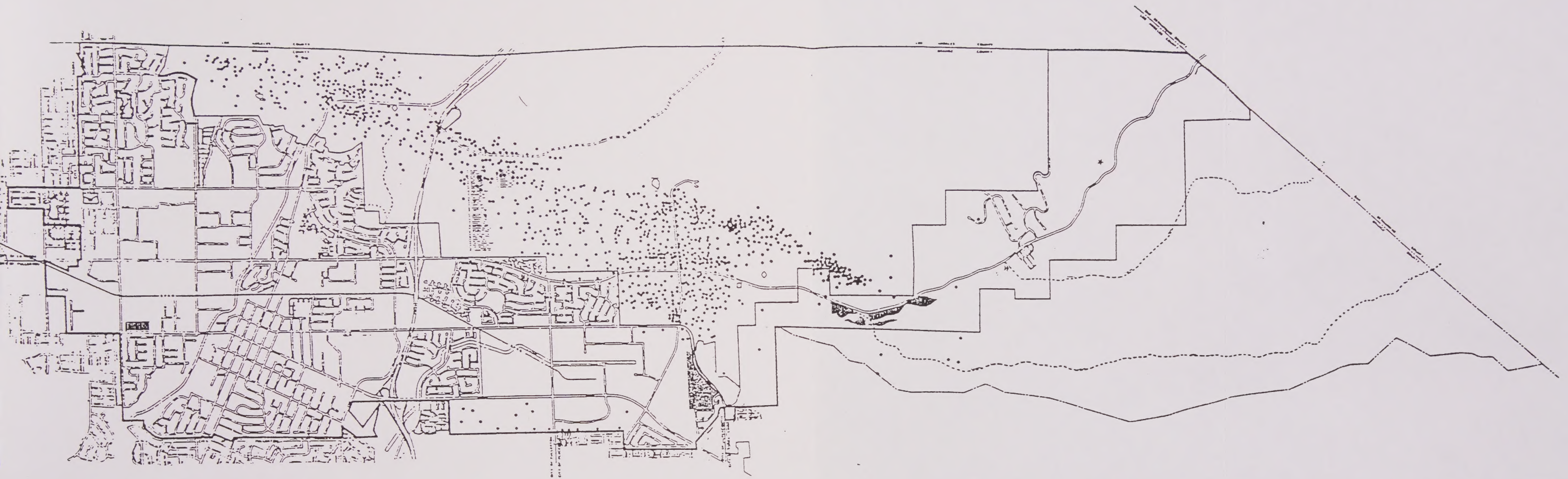
City of Brea

MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES


MITCHELL-LACOSS
 LAND SOLUTIONS
 PDS WEST

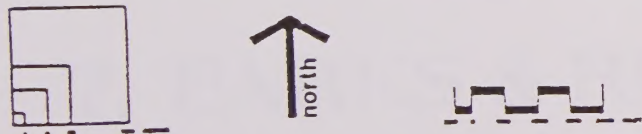
PLANNING
 ZONE 12 Three Road
 DESIGN
 Lake Forest, CA 92550
 LANDSCAPE
 ARCHITECTURE
 714-681-8112





Managed Production of Resources Map **OPEN SPACE & CONSERVATION ELEMENT**

CITY OF BREA



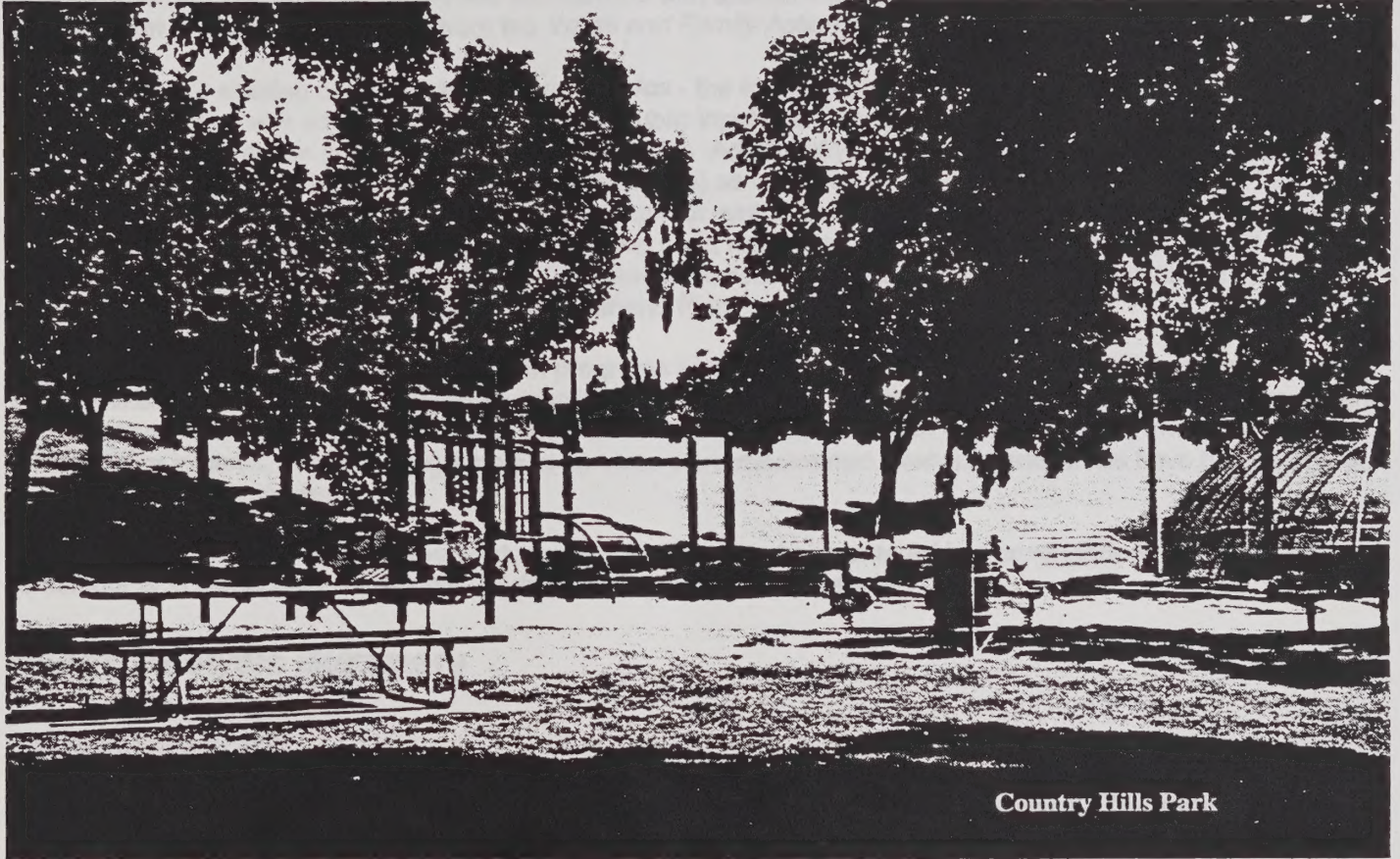
7. PARKS & RECREATION ELEMENT

Introduction

This element of the General Plan provides a comprehensive analysis, policy recommendations and implementation plan to guide the development, maintenance and operations of 1) the City's park and recreation resources, 2) the provision of recreation programs and 3) the provision of human services.

Relationship to Other Plans

This Park, Recreation and Human Services Element has incorporated pertinent data from several plans and studies that have been prepared for the City over the last ten years. These include the following:



Country Hills Park

- Parks & Recreation Element - This element was prepared for Brea's 1986 General Plan. It dealt almost exclusively with parks and recreation facilities but not recreation programs. This new Park, Recreation and Human Services Element is an update of the 1986 element, but includes recreation programs and human services.
- Future Brea: SOI Vision-Building - The SOI workshops, as this process has come to be known, followed in the Charette tradition of developing design-related themes for Brea's sphere of influence. The sphere of influence, or SOI, represents the vast majority of vacant land resource for future needs - a source of future open space and parkland, as well as residential development. One of the follow-up actions called for in this effort was the establishment of the Trails Committee to create a trails master plan.
- Riding and Hiking Trails Master Plan - A direct result of the SOI workshops, this trails master plan was prepared and added to the 1986 Park and Recreation Element in 1993, and adopted in 1994. Most of the information in this trails master plan is included in this Park, Recreation and Human Services Element.
- Brea Project - Initiated in 1988, the Brea Project was a community participation program aimed at improving the whole system of governance. Recommendations from the Brea Project related to parks and recreation include providing more lighted sports fields, implementing a system of bike paths throughout the City and requiring dedication of land from future developers for parks.

- *Brea's Youth and Family Action Plan* – This plan was prepared by a Steering Committee appointed by the Mayor in 1995. The plan focused on Brea's youth and family needs and issues. Data and recommendations from this plan have been helpful particularly in the recreation programs and human services portions of this General Plan element.

The Process

The entire master planning effort for this General Plan Element has been predicated on active participation and input from the residents of Brea - actual users of parks, facilities, programs and services. This philosophy has led directly to the formation of a **Citizens Advisory Committee** composed of interested and involved Brea residents who have initiated an extensive and inclusive community input process. This process further included quantitative (measurable) efforts such as a statistically valid **telephone survey**, as well as qualitative (dealing with perceptions) efforts which consisted of **questionnaire surveys** of recreation providers, human service providers and community leaders; both focused and general **public workshops** with special interest groups and the general public; and the incorporation of existing information from the *Youth and Family Action Plan*.

A study of Brea's existing and projected **demographics** - the makeup and growth rates of its citizens in terms of age, ethnicity, etc. - was conducted to augment the public input and surveys and to project potential needs relating to both parks and recreation and human services in the City. Additionally, **nationwide trends** (environmental, social, economic, demographic, technological and urban patterns) as compiled by the *National Recreation and Park Association (NRPA)* have been considered. The thoughtful synthesis of this data and information provides a basis for the **Needs Assessment** which documents existing park, recreation and human service needs, as well as projects those needs through the year 2020. This Needs Assessment is the foundation for formulating the **Goals, Objectives and Policies** of this element of the General Plan.

Existing parks, recreation facilities, recreation programs and human services were **inventoried** and entered into a **computerized database**. The existing and projected needs for parks, recreation facilities, recreation programs and human services, which were determined in the *Needs Assessment*, were then compared to the inventory, and any **deficiencies** in parks, facilities, programs and services were determined. **Recommendations** have been prepared to eliminate the deficiencies.

The majority of the information gathered during this process has been entered in a computerized database; the remainder is in the technical appendix. Highlights of this data are presented below.

Needs Analysis Summary

Telephone Survey

This survey provides an empirical basis for calculations in the needs or deficiency analysis. The sample of the population randomly chosen for the telephone survey accurately represented a cross-section of residents of Brea; the respondents' demography was for practical purposes the same as the 1990 census data for the City.

Parks Use - The survey found a community which actively utilizes its parks and facilities, with 35-44 year-olds the most active age group. Seniors 65 and above reported the least usage of parks and facilities.

Recreation Activities - The greatest degree of recreation participation involved individual recreation activities such as casual park use, bicycling, walking, riding, and skating, consistent with California and national participation data. Breans think that bike paths and a band shell are the most needed facilities.

Human Services - When asked what single human service improvement they would most like to see in Brea, the largest number (45%) of survey respondents indicated that nothing was needed. The next highest response was for library services, followed by senior services, police/fire services, youth services, children's services, and recreation, in that order. The responses to this question closely mirrored the services which were most often used by respondents.

Workshops and Special Interest Group Surveys

The following summarizes pertinent highlights from the two public workshops and surveys, the special interest group workshop and survey, the human services providers workshop and survey, the community leaders survey and the Youth and Family Action Plan:

Park and Recreation



Heritage - A desire was expressed to have the City's parks reflect its history and heritage by incorporating historical artifacts and locations into the park design.

Lighted Sports Park - One of the primary needs identified in this phase of research was for additional lighted play fields, with a Sports Park frequently proposed as a solution. Desires were expressed specifically for soccer and baseball fields and tennis courts. Support facilities were also cited as a need (i.e., parking, storage, restrooms).

Other Recreation Facilities - Needs were often expressed for 1) more passive/casual park areas, 2) a skateboard park, 3) a 50-meter pool, 4) a roller blading facility, and 5) a "dog park."

Recreation Programs - The City identified 41 recreation program providers that use City facilities, and all responded to the questionnaires. The break-down of programs by age groups is shown in the table below:

AGE GROUPS	AGE-SPECIFIC PROGRAMS*	OTHER SPECIALIZED PROGRAMS**	ALLOWS THIS AGE GROUP***	TOTAL PROGRAMS
Children (1-5 years)	0 Programs	13 Age Group 1-15	2 Programs	15 Programs
Children (6-10 years)	0 Programs	13 Age Group 1-15	15 Programs	28 Programs
Children (11-15 years)	0 Programs	13 Age Group 1-15	3 Programs	16 Programs
Teens (15-19 years)	1 Program		19 Programs	20 Programs
Young Adults (20-34 years)	0 Programs	8 Adult Programs	12 Programs	20 Programs
Mature Adults (35-54 years)	1 Program	6 Adult Programs	12 Programs	19 Programs
Seniors (55 years plus)	2 Programs	6 Adult Programs	5 Programs	13 Programs

* Providers with Programs created specifically and exclusively for the subject age group

** Providers with Programs created specifically and exclusively for a larger group of which the subject group is a part (i.e., adults)

*** Providers with Programs that any group can attend, and that are not created for a specific group

Human Services



- **Seniors** - The need for additional senior services was frequently mentioned, including adult day-care, low-cost medical care, and educational and recreational activities geared toward seniors. Affordability was a key concern expressed about all services and activities.
- **Counseling** - A variety of counseling needs were noted, cutting across all age groups. This includes family, senior, parent, teen, teen mother, student, mental health, and substance-abuse counseling.
- **Other Support Programs** - This includes 1) vocational guidance, parenting skills, health programs, and arts-related activities for teens, 2) mentoring (role modeling) for teens and younger children, 3) adult literacy and cultural diversity programs.
- **Childcare** - The quality of child care is of utmost importance. A positive learning environment is essential. Childcare programs appear to be adequate at this time. However this area should be monitored.

Demographics

The most significant information to emerge from the demographic analysis of Brea is as follows:

- **Seniors** (55 and older) will triple in number by 2020 and become the largest age group in Brea.
- **Mature adults** (35-54) and children under 15 years of age will double by 2020.
- The **Hispanic population** of Brea will have increased fourfold by 2020, equaling more than one-third of the City's total population.

Nationwide Trends

The National Recreation and Park Association (NRPA) compiled nationwide trends including the following:

- **Environmental Trends:** Disappearing resources, environmental clean-up, reduction of pollution and waste, environmentally sensitive lifestyles, environmentally sound practices and habits, no-growth attitudes, reduction in number of vehicle trips, state planning mandates, and coping with natural disasters.
- **Social Trends:** Coping with poverty, increased crime and violence, increased numbers of children at risk, change-related stress, people empowerment, citizen participation, social service networking, major public health issues, wellness activities, increased inclusiveness, desire to preserve and maintain cultural heritage and volunteerism.
- **Economic Trends:** Reduced discretionary or leisure spending, increasing public costs, tax limitation measures, increase in national poverty rate, leisure services provided by multiple providers, more partnerships, economic restructuring of communities, growing importance of eco-tourism and travel, recognition of economic value of parks, open spaces and amenities in infrastructure and declining regional economies.
- **Demographic Trends:** Aging of society, increase in proportion of middle-aged Americans, fewer "traditional" family households, more emphasis on both eldercare and child care, declining divorce rate, increasing cultural diversity, growth of urban minority under class, greater number of small households, and changing housing patterns.
- **Technological Trends:** Technological change, easing of the effects of aging, advances in information technology, increased contact with computers, blur in distinction between work and home, increased media maladies, more public meetings aired on public/access television, and greater energy costs shaping technology.

- **Trends in Urban Patterns:** Increased urban sprawl, greater “in-fill” development, revitalizing and retrofitting downtown and other urban areas, historic preservation, continued gentrification, new ethnic centers, affordable housing, increased traffic congestion, municipal boundaries blurred by sprawl, more political pressure for urban growth management, growth of partnerships, and mobility of residents.

Trend Implications on Park, Open Space and Greenway Planning

Greater focus on benefits-driven needs assessments which link planning decision more directly to community values and goals, greater emphasis on comprehensive open space planning and preservation, more greenway planning along urban waterways and other corridors, more emphasis on historic and cultural resource planning, increasing importance of recreation and open space, merging of recreation, open space and transportation goals, more stakeholder involvement, the legitimization of parks and open spaces as part of the urban land use planning and development process, green spaces contributing to downtown and neighborhood revitalization, more collaboration between parks and schools, preventive recreation (recreation as antidote for social problems) and joint use of utilities for linear connectors.

Service Areas

The City, including its Sphere of Influence (SOI) has been divided into 21 Service Areas or Neighborhoods (See the *Recreation Sites* map). Each service area is defined by having similar land uses within, and physical barriers (such as major arterial highways) as boundaries. The purpose of these service areas is to better identify distribution of parks and recreation facilities. Following are brief descriptions indicating the general land use and the number of parks and of recreation areas in each service area:

Service Area Area Description

- 1 **Low Density Residential**
 - No Neighborhood Parks
 - One Tot Lot (Woodcrest Park)
- 2 **Mixed Residential: Low, Medium and High Density Residential**
 - One Neighborhood Park (Mariposa School Park)
- 3 **Light and General Industrial Uses**
 - No Parks
- 4 **High Density Residential with some Medium and Low Density Residential**
 - One Neighborhood Park (Tamarack)
- 5 **Low Density Residential**
 - No Parks
- 6 **Low Density Residential**
 - Arovista Park
 - City Hall Park
 - Senior Center
 - Pioneer Hall
- 7 **Low Density Residential**
 - No Neighborhood Parks
 - Adjacent to Regional Park (Craig Regional Park)
- 8 **Mixed Use: Brea Mall; Some Industrial Use; Some Low and High Density Residential**
 - 1 Neighborhood Park (Lagos de Moreno School Park)
 - 1 Elementary School (Laurel)
 - 1 Private Recreation Facility (Lowe Field)
 - Community Center
 - Civic Center
- 9 **Low Density Residential with some Medium Density Res.**
 - 1 Neighborhood Park (Fanning School Park)
 - 1 Community Park (Junior High School Park)
 - 2 Schools (Fanning Elementary School, and Brea Junior High School)

- 10 **(SOI) Undeveloped Rural Residential and Hillside Residential**
 - No Parks
- 11 **(SOI) Undeveloped Rural Residential and Hillside Residential**
 - No Parks
- 12 **(SOI) Undeveloped Rural Residential**
 - No Parks
- 13 **(SOI) Undeveloped Rural Residential and Hillside Residential**
 - No Parks
 - Brea Olinda High School
- 14 **Mixed Residential: Low, Medium and High Density**
 - 1 Neighborhood Park (Country Hills School/Park)
 - 1 School (Country Hills Elementary School)
- 15 **Low Density Residential**
 - No Parks
- 16 **Mixed Residential: Rural and Low Density Residential**
 - 1 Neighborhood Park (Greenbriar Park)
 - 1 Future Neighborhood Park (Birch Hills Park)
 - 1 Private Golf Courses (Birch Hills Golf Course)
- 17 **Rural Residential**
 - No Parks
- 18 **Rural Residential with some Commercial and Office Uses**
 - Tri-City Park
- 19 **Part in SOI) Mixed Residential: Low Density Residential, Hillside Residential and Specific Plan**
 - No Neighborhood Parks
 - 1 Regional Park (Carbon Canyon Regional Park)
- 20 **(SOI) Undeveloped Rural Residential and Hillside Residential**
 - No Neighborhood Parks
 - 1 Regional Park (Olinda Regional Park)
 - 1 future Neighborhood Park (Olinda Heights Park)
- 21 **(SOI) Undeveloped Specific Plan**
 - No Neighborhood Parks
 - 1 Regional Park (Chino Hills State Park)

GOALS, OBJECTIVES AND POLICIES

Introduction

Goals and objectives are essential to the preparation and implementation of an element of the General Plan. A statement of **goals** articulates the values and ideals of the City and provides it with a general direction. **Objectives** are a derivative of the goals, and serve to provide definitive guidelines for achieving the stated goals which can be implemented, evaluated, and modified as circumstances and needs change over time. In summary, goals are statements of desirable conditions which direct the City's activities, while objectives state the intent and actions required to accomplish the goals.

Policies may be considered the backbone of the Master Plan or General Plan Element, providing the foundation for complementing and establishing goals and objectives. Policies are the underlying principles of City action, reducing ideas from philosophical abstractions to governing precepts, expressed as statements of intent or action.

Philosophy

The City of Brea's role in providing parks, recreation, and human services is directly related to community well-being, livability, and quality of life. The City is committed to providing, facilitating, and supporting parks, recreation facilities and programs, and human services of the highest quality in a cost-effective manner, which will enhance the quality of life for all residents. The City recognizes the strengths and value cultural diversity adds to the community and will strive to encourage participation and assimilation of all residents into the Brea family. Further, the City believes pursuits of the individual, along with the conservation of natural resources, must be represented whenever decisions are made in the general public interest for the investment of resources.

PARKS, RECREATION AND HUMAN SERVICES GOALS, OBJECTIVES AND POLICIES

GOAL

Provide a variety of parks, recreation facilities, recreation programs and human services that meet the diverse needs and interests of the community.

OBJECTIVES

1. Parks

Provide a variety of secure parks and natural areas sufficient in size to accommodate the recreation facilities needed by the community; located to be available and designed to be accessible, to all segments of the population at the neighborhood, community and citywide levels; and designed in a manner that will enhance the well-being, livability and quality of life in the community.

2. Recreation Facilities

Provide a variety of recreation facilities to meet the diverse needs of all Brea residents.

3. Recreation Programs

Provide, facilitate, and support a broad base of recreation and leisure programs designed to meet the interests of various populations to enhance the sense of well-being in individuals, regardless of age, sex, creed, ethnic origin or physical capability.

4. Human Services Programs

Provide, facilitate, and support a balanced and broad base of human services programs to support and encourage community well-being, regardless of age, sex, creed, ethnic origin or physical capability.

5. Planning

Provide plans, policies, partnerships, and standards which will enable the City, over the next two decades, to meet local parks and recreation and human services needs by 2020.

6. Agency Coordination, Partnership, and Multi-Use of Facilities

Establish both formal and informal mechanisms and agreements for coordinating efforts with other appropriate public agencies and private entities in the planning and development of park and recreation programs and facilities, as well as programs for human services. The City shall also work to maximize the use of underutilized resources belonging to these public and private entities rather than duplicating resources at public expense.

7. Public Information and Community Participation

Continue to provide a comprehensive system of public information and participation designed to keep community residents and visitors aware of the City's recreation opportunities and to elicit response and input on these opportunities from citizens.

8. Environmental Enhancement

Strive for the conservation, protection and enhancement of natural resources affecting the general leisure environment and park and recreation facilities.

9. Historic Preservation

In the course of providing parks, recreation facilities and programs, strive to preserve historically significant landmarks and/or sites, individual structures, objects, and neighborhoods, encourage their appropriate rehabilitation; and promote a greater sense of historic and cultural awareness.

10. Integration and Connectivity

Whenever possible, develop parks and recreation facilities that are integrated to form a framework which is tied to other elements of community life.

11. Operation and maintenance

Operate and maintain parks and recreation facilities at a level appropriate for each use and at a level meeting existing high-quality standards.

12. Fiscal Management

Strive to attain financial self-sufficiency in the City's recreation and parks system through public /private partnerships and collaboration.

13. Ethnic Diversity

Strive to encourage mutual respect and facilitate assimilation of new community members of all ethnic background. Recognize growing ethnic diversity as an achievement and a set of opportunities.

POLICIES**1. Parks**

- Develop and expand the City's recreation and park system based upon current conditions and future projections.
- Locate new parks in areas indicating the greatest need.
- Protect existing public parks and open space areas from non-recreational uses.

- Provide similar or equal levels of parks and recreation facilities to all areas in the community.
- Establish the following as initial standards for park development, recognizing that the function of a particular park also affects classification within the system:
 - Smaller green spaces in urban areas (0.5 to 5 acres)
 - Neighborhood Park: 5-10 acres, with a ¼ to ½ mile service area radius.
 - Community Park: 20-50+ acres, with a ½ to three mile service area radius.
 - Regional Park: 25 acres or larger
- Develop, wherever possible, parks that have multi-use capabilities and that can be readily adapted to more intensive use or uses as recreation demand changes and/or population density increases.
- Appropriately locate and develop a sports park that combines intensive use lighted sports facilities with shared support facilities such as ample parking, concessions and restrooms.
- Assure that adequate automobile parking is provided at all parks, so that park activity does not negatively impact surrounding neighborhoods.
- Provide similar or equal priority for casual use parks, or casual use areas within parks, as is given to organized recreation parks and facilities.
- Provide land acquisition to satisfy needs for additional parks and recreation facilities.

2. Recreation Facilities

- Locate new recreation facilities in areas indicating the greatest need.
- Develop a system of recreation facilities that will meet the existing and future needs of the City's residents.
- Maximize use of available facilities through careful scheduling.
- Develop, wherever possible, recreation facilities that have multi-use capabilities and a high degree of adaptability to more intensive use or uses as recreation demand changes and/or population density increases.
- Placement of trails will be coordinated with land owners and conservation biologists knowledgeable with the area.
- Provide similar or equal priority for development of facilities for individual (unorganized) activities (casual park use, bicycling, walking, running, skating and riding) as given to organized recreation and sports.
- Assure that new organized sports facilities do not displace existing open play and casual use areas of parks.
- Provide a useful, enjoyable, safe and efficient trail system for equestrians and hikers.
 - Provide multi-purpose trails, where possible, to serve hikers, bicyclers, and horseback riders.
 - Link trails with adjacent city, county or state trail systems.
 - Maintain trail areas in good condition, and free of litter and debris.
 - Encourage new development to provide for linkages to the master trail system where appropriate and/or where designated.
 - Design trails to be flexible and site-specific to minimize the impact on adjacent property and fragile habitats.

- Provide a trail system with both short and long hikes/rides and serve the needs of both beginning and advanced hikers/riders.
- Utilize citizen volunteers to assist in the development, maintenance and operation of trails and facilities.
- Keep citizens aware of the trail system through publication of a trails map which also notes safety and courtesy tips.
- Seek adequate funding for construction and maintenance of the local trail system.
- Separate trails from automobile traffic when possible, in order to provide safe conditions for riders and hikers.
- Provide appropriate signs to mark all trails.
- Design trail entrances to prevent unwanted trail usage by motorized vehicles.
- Whenever possible, locate trails to provide linkages between open space and the City greenway system.

3. Recreation Programs

- Strive to provide similar or equal levels of recreation programs for residents of all areas within the City.
- Strive to meet the diverse recreation needs of the entire community.
- Strive to provide equal recreation program opportunities for all age groups from youth to seniors, commensurate with the population's needs and size.
- Provide adequate recreation programs that meet the unique needs of teens.
- Encourage the development of fitness and other recreation programs within private and public work environments.
- Assist other public agencies and private entities in developing recreation programs to meet the needs of the community.

4. Human Services

- Provide, facilitate (solely or in partnership), and/or support human service programs which are responsive to the needs of all age, gender, cultural, and socioeconomic groups.
- Improve the provision of human services programs and facilities in the categories indicating the greatest need
- The following human services areas appear to have deficiencies, should have high priority and merit additional, more detailed study:
 - Senior human service programs
 - Teen human service programs
 - Cultural integration programs
- Employ innovative funding and development concepts to create and sustain a responsive human services network.
- Utilize community input, demographic data, partnerships, volunteers, and existing resources in meeting human service needs.

5. Planning

- Provide an on-going process of master planning including inventory, analysis, evaluation, and community participation for subsequent updates and action plans.

- Continue to assess and re-evaluate recreation and human services needs within the City so that resulting implementation efforts are streamlined for meeting those needs.
- Continually reevaluate and update City standards for parks and recreation facilities as new information becomes available.
- Initiate and maintain a system for identifying needed remodeling or renovation of existing parks and recreation facilities.
- Develop site-specific master plans for each park to ensure that:
 - The siting of buildings, open air facilities, and landscape planting are unified, functionally related to efficiency and compatible with adjacent uses.
 - The locations and species of landscape plantings are coordinated with architectural and site design.
 - The program and facilities of each park are compatible with its location and role as identified within the Master Plan.
 - The park theme is based on local history and culture, utilizing available historic artifacts and other resources where possible.
 - The park and all facilities therein are fully accessible to all park users.
 - The site plan ensures optimum comfort and security for all park users.
 - The site plan achieves a creative balance of functional and aesthetic criteria.

6. *Agency Coordination/ Multi-Use of Facilities*

- Continue the school/park joint use concept for increased recreational resources and year-round use of these facilities.
- Use adjacent regional park opportunities to satisfy some of the City's recreational demands, particularly as they pertain to facilities that require large, relatively level land such as sports fields.
- Explore the recreational potential of public-owned lands and utility rights-of-way.
- Coordinate efforts with other appropriate public agencies regarding State and Federal programs for existing and potential trail systems, recreational facilities, recreation programs, and human services.
- Encourage the development of recreational facilities by the private-sector particularly large-scale facilities requiring a high level of supporting services, supplies and maintenance.

7. *Public Information and Community Participation*

- Actively solicit public participation/input to assure that local park facilities are appropriate for the individual neighborhoods and communities in which they are located.
- Design public outreach and user needs/preferences surveys in a manner that reaches and allows input from all populations, including those not currently participating in park, recreation, or human service programs.
- Continue to hold public workshops and planning meetings to review, evaluate and adapt designs for new park and recreation facilities, with the neighborhood or community residents to be served.
- Continue to utilize press releases, newsletters, announcement flyers and other methods to provide public information for the City's residents that will aid in their knowledge and full utilization of the area's recreational opportunities.
- Actively solicit community participation regarding human services and needs.

8. *Environmental Enhancement*

- Work with the County of Orange, nearby counties, and other appropriate public agencies, private entities and landowners to conserve, protect and enhance open spaces and natural resources, particularly in the Sphere of Influence (SOI).

- Develop parks and recreation facilities in a manner which ensures that a minimum of damage to the environment occurs, while still providing a high quality recreation experience.
- Work to incorporate recreational amenities such as trail systems, bike paths, and jogging paths with existing drainageways, open-space corridors and utility rights-of-way so that these natural resources are retained as assets in the community's recreation system and natural environment.



9. *Heritage and Tradition*

- Preserve and enhance the City's history and tradition through inclusion of historic sites and other resources in the City's park lands.
- Accommodate heritage elements in recreation programs and events.
- Create park themes based on local history and culture.

10. *Integration and Connectivity*

- Extend the community's goal of active integration of civic, commercial and community life into the recreation and parks system.
- Establish a Greenway or linear park system that links parks, schools and open space as one comprehensive system. Greenways to include pedestrian walkways, bicycle trails and, where possible, equestrian trails and park-like landscaping.
- Connect, where possible, all of the neighborhoods of the community and surrounding areas located within the City and Sphere of Influence (SOI) boundaries with greenways and well-planned, well-located park areas.
- Integrate planning for local parks with planning for open space, conservation, riding and hiking trails, bicycle trails, regional parks, and flood control.

11. Operation and Maintenance

- Prior to approval of development of any park or recreation facilities, maintenance and operations requirements and costs should be estimated, to ensure that adequate maintenance resources are available to meet those requirements/costs.

12. Fiscal Management

- Provide recreation programs in which direct and indirect costs may be recovered through enrollment fees.
- Explore funding alternatives and programs with private contributions and public resources.
- Continue to pursue the dedication of new parkland as a condition of all new development. This dedication shall be consistent with the per capita park demand included herein, and shall meet the requirements for usable park land as outlined herein.
- Employ innovative funding and development concepts to create new recreational resources.
- Encourage private funding and volunteer programs for development, operation and maintenance of parks, recreation facilities, recreational programs and human services.
- Consider mixing public recreation areas or facilities with revenue-generating commercial uses such as food services or other concession activities in order to help finance recreation programming, maintenance, and park and facility acquisition and development.

HUMAN SERVICES NEEDS ASSESSMENT

Youth and Families of Brea

As of 1990, one in four of Brea's residents was under the age of 20 years, reflecting a population group numbering 8,500. By the year 2020, this group is expected to nearly double, reaching 16,100 people. The current Master Plan process identified approximately twelve providers of children's, youth, or family services located within the City and 56 such providers within North Orange County, inclusive of Brea.

In 1995 a citizen-based committee was asked to investigate the needs of youth and families. The purpose of the Committee was to enrich and strengthen youth and families by integrating government, schools, law enforcement, businesses, service organizations and religious institutions to provide a strong foundation for youth and support for families. The committee was asked to evaluate demographics, existing programs, and current needs and concerns of families and youth.

The following is excerpted from the December, 1995 *Draft Report of Brea's Youth and Family Action Plan Steering Committee* and represents this group's conclusions or "community values":

- 1. The traditional independently operated institutions that once supported youth and families such as churches, schools, and government are no longer adequate. The structure of the family has changed and so must the community's support system. Partnerships, collaborations, and community participation are essential to maintain the well being and health of youth and families now and in the future.*
- 2. The unique and small-town atmosphere of the City of Brea will be enhanced by supporting youth and families within our community.*
- 3. Attempts to label specific populations such as "at risk" youth or "at risk" families can focus resources and energies in a limited way. With the challenges facing all youth, it is important that division does not occur and that programs and resources are not targeted, and one specific group is not labeled. The positive energy and opportunities provided by all programs committed to the well being of families and youth should not be disturbed.*
- 4. The youth of the community should be viewed as a resource whose participation in the community's life should be actively solicited. This participation can occur through volunteer programs, community service for credit, or in leadership capacities. Youth should be viewed as part of the community, rather than a concern, and should be involved with the community's problem-solving processes.*
- 5. The "category" of teens must be expanded to recognize the differences between young people aged 10-14 and older teens aged 15-18. As reported by the Carnegie Council, young teens are the age group that typically goes home to empty houses while younger siblings attend after school care. This age group needs particular attention.*
- 6. After-school programs can complement school programs by providing avenues to teach youth about life choices and opportunities. Successful programs always focus on self-esteem, leadership skills, conflict resolution, and personal growth issues.*
- 7. Brea's family-focused traditions, combined with the talents and energy of the community, should be tapped to meet the needs of youth and families. Volunteers can play a tremendous role in helping to guide youth and contribute to the success of any program.*
- 8. The positive value of "playing together" with adults or youth should not be underestimated in creating a "community."*
- 9. Strong support and encouragement should be given to existing successful youth and family programs.*
- 10. Prevention and intervention programs for youth and families should be valued and supported by the City, the business community, service groups, and the community at large.*

11. *The difficulties in providing responsive, age-related positive choices for young teens and older teens with different interests and skills must be overcome.*
12. *The entire City and its infrastructure, through the collaborative involvement of business, City administration, education, churches, nonprofit organizations and service organizations, as well as citizens, will be the venue of activities for ALL of Brea's youth.*

Childcare

Changes in demographics and lifestyles are making quality childcare an increasingly critical issue for parents, children, society and our economy. Studies have identified the availability of childcare as an important factor in improving the productivity of working parents. Childcare encompasses care for children from birth to fourteen years of age by an adult other than their parent or guardian. This includes infant and pre-school childcare, before and after school programs, and care for children with special needs. The two primary factors indicating the growth in demand for childcare facilities are an increase in the population of children under the age of fourteen and an increase in the number of working mothers.

Examining the population of Brea children as of 1990, a group of 6,400 children was documented through the age of fourteen. Of these, approximately 2,200 were preschool age and the remainder (4,200) were school-age.

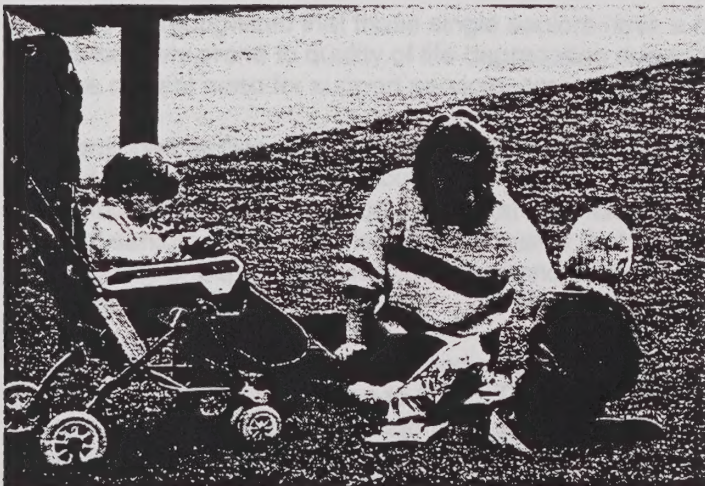
Most childcare arrangements include a non-relative care-giver in the care givers home, a commercial childcare center, a church-based center, or other for-pay alternatives. These alternatives combined represent two-thirds of the arrangements made for preschoolers (800 of Brea's children under 5). The remainder seek childcare solutions with non-relatives in the child's home (nanny, au pair, etc.) or with relatives.

Examining the school-age children of Brea, our survey experience suggests that between half and two-thirds of these children (from 2,100 to 2,800) are not placed in regularly-scheduled childcare. Thus, the scope of the regularly-scheduled childcare needs for children 5 to 13 years of age in Brea ranges from 1,400 to 2,100. Care arrangements outside the home with non-relatives constitute approximately 72% of the children's care environments (1,000 to 1,500 children) while the remainder are in the care of non-relatives in the child's home or with relatives.

The City's responsibility with respect to childcare services is to develop and regularly update an analysis of the demand/supply relationship for affordable, quality childcare to serve the needs of its current and future population. This investigation has concluded that the scope of the pre-school childcare need (out of the child's home) is approximately 800 children while the school-age need is approximately 1,000 to 1,500 children.

The Childcare Services provider inventory compiled during the work effort of the Master Plan identified that most schools in Brea provide childcare.

Female Heads of Household



Demographic, social and economic conditions have resulted in households with children under 18 years that are headed by females with no spouse present. In 1990, the Census figures for the County reflected over 41,000 such households, representing 5% of all households. A comparison of this population segment in 1980 revealed that the number of such households had remained unchanged, reflecting a decline in the proportion of single mother households during the 1980's.

The 1990 Census data for Brea revealed 400 female householders with children under 18, a 3.6% incidence rate. Like the County, the number of such householders in Brea remained constant between 1980 and 1990 and the percentage declined as the overall population expanded.

Working single mothers of children are more likely to require support services such as childcare, transportation, and parenting support than households with two parents present. Thus, the needs of this unique segment of the community should be monitored.

Senior Citizen Residents

Most seniors enjoy active and independent lives but some find themselves facing difficult decisions regarding housing, health care, and alternatives to institutionalization. Their challenges impact upon other members of their families, with direct affects being felt by their spouses, adult children and/or grandchildren.

The senior citizen population (65 years or older) of Orange County constituted over 220,000 people in 1990, 60,000 more than were County residents in 1980. By the year 2020, it is forecasted that this group of our population will grow to nearly 542,000 people.

Similarly, the senior citizens of Brea numbered over 3,000 in 1990, 1,200 more than were City residents in 1980. By the year 2020, projections anticipate the Brea senior population will top 9,600. Thus, the City must plan to

support programs and services aimed at a senior population base that is expected to more than triple in size by 2020.

The senior population cannot, however, be adequately analyzed as one large group since the experiences and limitations of seniors change dramatically with age. Because of the variance in experiences and limitations, senior population deserves additional analytical detail. For instance, while there was a group of 3,000 Brea seniors in 1990, nearly two-thirds of them (65%) were under the age of 75 years, while the remainder (35% or 1,100 Breans) were 75 years or older.

Looking toward the forecast horizon at 2020, "young" seniors (under 75 years of age) will comprise 58% of the Brea senior population, numbering 5,600 residents. Those who can be described as "mature" seniors (75 years or older) will reach more than 4,000 residents, representing 42% of the Brea seniors. Thus, the number of "mature" seniors in 2020 is anticipated to be 30% larger than all seniors combined as of 1990. This "aging" of the senior population by virtue of the larger representation in the "mature" segment will likely result in a disproportionately larger demand for programs and services that are needed by the mature senior population.

As of 1990, more than one-fourth of Brea's seniors lived alone, a circumstance which increases the likelihood of need for support services and systems. More importantly, the number of these single seniors (currently over 800) has doubled during the decade of the 1980's. Using the forecast of senior population for the year 2020 and applying the 1990 incidence of single seniors, we can derive an estimated 2,600 Brea seniors will be living alone in 2020, a volume nearly equal to the total number of seniors in Brea in 1990.

It should be recognized that these single seniors have a higher incidence of need for support services and programs and are particularly prone to quality of life degradation due to their potential for isolation from others. The City must recognize that the current need for support services among single seniors is also expected to more than triple by 2020.

As mentioned earlier, 600 of the 3,000 Brea seniors in 1990 (20%) reported a mobility limitation or a self-care limitation. Should this same incidence occur in the year 2020, a disabled senior population of 1,900 will be in need of services and assistance. However, it is more likely that the incidence will increase as the growth of "mature" seniors outpaces that of "young" seniors. The same isolation concerns that apply to single seniors are of equal importance among those seniors with mobility or care limitations. Services and programs need to be planned to meet the forecast needs of this population segment of the City.

The 1990 senior households in Orange County were most likely to own the home in which they resided (78% of the time). By 1994, this figure had grown to 86%. Thus, approximately 21,500 senior households in the County were renting their home in 1994. Similarly, the majority of senior households in Brea as of 1990 were owner-occupied (75%), reflecting approximately 500 senior renters in the City.

Senior households in Orange County in 1994 reported a median household income figure 44% below the income level reported County-wide (\$27,200 for seniors vs. \$48,600 overall, annually) as well as monthly housing costs 54% below the overall figure (\$423 for seniors vs. \$913 overall, monthly). While the incomes and housing costs for County seniors are

both well below their non-senior counterparts, the share of senior income paid for monthly housing costs was, on average, less than for the County as a whole (18.7% for seniors vs. 22.5% overall).

Senior renter households in Orange County in 1994 reported a median household income figure that was 57% below renters in general (\$14,676 for senior renters vs. \$33,952 for renters in general, annually). Further, Orange County senior renters in 1994 reported a median household income figure that was 50% below their senior owner counterparts (\$14,676 for senior renters vs. \$29,275 for senior owners, annually).

Monthly housing cost figures reported by senior renters in 1994 were substantially above those of the senior owners in the County (\$667 for senior renters vs. \$392 for senior owners, monthly). As a result, the share of income devoted to housing costs by senior renters was dramatically higher (55%) than among senior owners (16%). This cursory analysis of potential affordable rental housing need for seniors in Brea or the region should be refined and augmented with additional investigations regarding this segment of the housing market. The City plays a role in facilitating a supply to help meet the defined needs, including a number of functions including zoning assistance and subsidies.

Such senior renters in the County in 1994 were not only disadvantaged by their financial capability but, not surprisingly, they were more likely to have no vehicle available to them (7,900 County-wide, a 37% incidence rate). Examining 1994 figures for senior households in Orange County revealed that 18,000 had no car, truck, or van available to them for transportation, an 11.8% incidence. This was a slight improvement from the 1990 figure of 13.1%. Applying the 1990 incidence rate to the 1990 volume of senior households in Brea yields the conclusion that more than 250 senior households in the City are without a vehicle available.

Clearly these seniors without vehicles have transportation needs that range from the very necessary (medical appointments, food shopping) to the very essential (social interaction, community involvement), etc.

The human service provider inventory prepared during the Master Plan identified eight Brea providers of Senior Citizen Services (including the City Senior Center), and eight providers within the North Orange County Region. It was noted in this inventory of providers that none were identified in Brea whose primary service was senior housing or veteran's services. Further, no veteran's service providers in North Orange County were identified, suggesting that further investigation into the availability of these services is warranted.

Disabled Residents of Brea

Households with one or more members with a permanent disability encounter challenges in their housing, employment, transportation, education, recreation and other basic human services. Based upon 1990 Census figures for Orange County, 5.2% of the population 16 years and older (95,600 residents) reported either a mobility limitation or a self-care limitation. More than one-third of these disabled County residents (37%) were 65 years or older (35,500 residents).

Examining comparable figures for the City of Brea as of 1990, 4.8% of the population 16 years and older (1,255 residents) reported a mobility or self-care limitation. Nearly half (47%) of these disabled Breans were 65 years or older (600 residents). These older Breans are assisted through the Senior Center senior services.

Library Services

Libraries play a key role in educating and distributing information to the general public. The County library located at the Brea Civic Center location was established in 1981. The existing library facility houses 10,000 square feet of facility floor area. This translates to an average of .29 square feet of branch library floor space per capita for the total population served in the City. The rule-of-thumb number used by the State of California Public Library is .60 square feet of library floor space per capita. Based on present population and the 0.6 sq. ft number, the City should have about 17,400 square feet of library at the present time and using the year 2020 population forecast, the City of Brea would need about 30,000 square feet of library at that time. The Orange County Public Library uses 0.2 square feet per capita which translates to 6,900 sq. ft. needed at the present time and 9,956 square feet by the year 2020. The existing Civic Center library has a collection of 85,000 volumes. This equates to approximately 2.44 volumes per capita.

The balance of library services to needs has not been fully addressed within the Master Plan. However, the importance of the library as a resource to the Brea community was well documented in the resident survey. This level of importance requires that further study of library needs be conducted.

Other Human Services

The human service provider inventory compiled during the Master Plan identified additional potential service gaps in the City of Brea as follows:

Counseling Services.

- Alcohol/Drug Abuse Services, Crisis Intervention.
- Psychological Testing and Evaluation, Residential Treatment, Telephone Crisis Counseling, and Transitional Housing.

Health Care Services

- Rehabilitation Services.
- Public Transportation.
- Animal Welfare Programs, Education, Environmental Action, Housing, Housing Assistance, Legal Assistance, Law Enforcement/Victim Assistance, and Probation/Parole Services.

While the above-referenced service providers may not have a Brea location, in most cases, the service is represented by a provider with a location in North Orange County. However, those services not represented by a provider in Brea or the entire North Orange County region include:

- Crisis Intervention, Psychological Testing/Evaluation, and Transitional Housing.
- Environmental Action, Housing, Law Enforcement/Victim Assistance, and Probation/Parole Services.

Such apparent service gaps warrant further investigation and confirmation.

RECOMMENDATIONS

HUMAN SERVICES RECOMMENDATIONS

Introduction

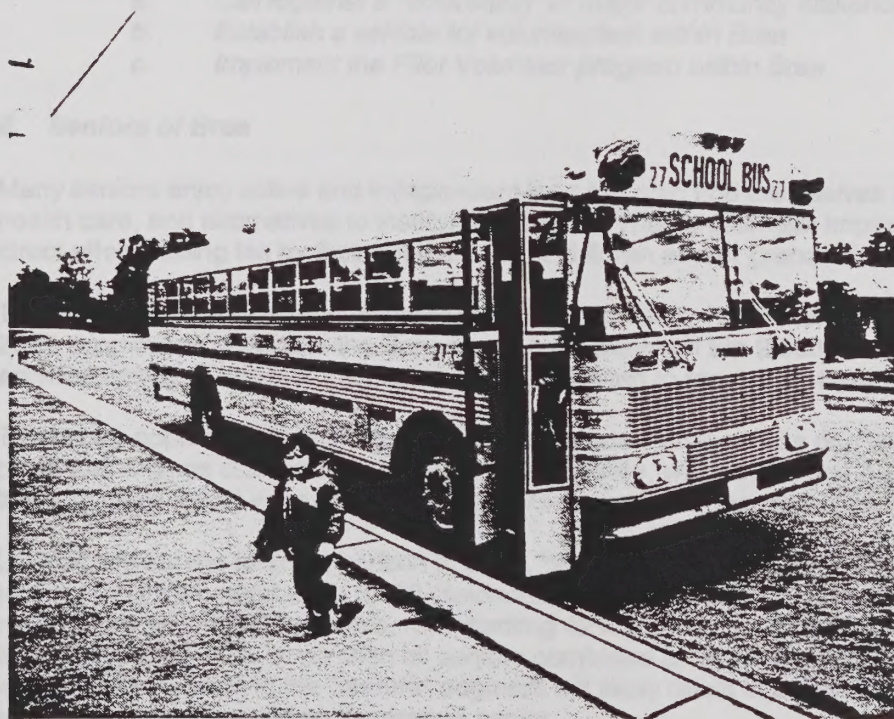
In the context of the Master Plan process, the Citizen's Advisory Committee provided the following guidance statement for the human service recommendations:

For Brea to continue in the tradition of being a caring, family-oriented community where each person, young and old, is an important part, a high premium must be placed on human services. The efforts of community providers must be coordinated to ensure a comprehensive and collaborative approach to meeting the human services needs and interests of each segment of the entire community. To best address human service needs, it is essential to maintain a strong commitment to community-based partnerships, foster open and effective communication with residents, include all segments of a changing community, and provide meaningful involvement of volunteers.

The following recommendations are derived from the work effort within and prior to this Master Plan. These efforts include a telephone survey, a survey of human services providers, a survey of human service related community leaders, public workshops and on the recommendations in the Report of Brea's Youth and Family Action Plan Steering Committee.

1. Human Service Coalition

The human service interest and needs for Brea residents are varied and the solutions to meet these interests and needs are also diverse. To effectively meet the human service interests and needs of Brea's current and future residents, the City should facilitate the establishment of a coalition of community-based agencies and organizations that provide human services. Members of the coalition should include all non-profit agencies and groups that provide services, churches, representatives from the School District, the Parks, Recreation and Human Services Commission, Cultural Arts Commission, and at-large residents.



The mission of the coalition is to foster open communication regarding community issues, interests and needs, to evaluate current and future services, and to spearhead an annual review of the human services element of the Master Plan. Such a network, while recognizing differences in needs and interests, must both accommodate and encourage diversity to foster an environment that welcomes change and puts a positive emphasis on a variety of people. Membership should represent a variety of socio-economic backgrounds, ethnicity and age groups.

The review will include tracking changes in demographics, assessing current needs and evaluating the status of the element's action plan. Results of the review will be forwarded to the Parks, Recreation and Human Services Commission and City Council.

2. After-school

- a. The City and School District should work together to develop after-school programs for elementary and junior high school students on-site at the schools.
- b. Provide after-school programs at the Community Center¹

¹ Subsequent to these draft recommendations, the Brea Community Center has opened, offering such after-school programs for Brea youth including other programs as well.

- c. *The City and the School District will work together to investigate summertime programs at the schools which incorporate traditional summer school and day care programs with the City's Day Camp.*

3. Parenting

- a. *Establish a "Family Resource Center" at the Community Center that will serve as a focal point of support for youth and families.*
- b. *Establish a partnership with law enforcement for the purpose of the prevention of substance abuse and violence.*
- c. *Develop a business involvement program to support youth and families.*
- d. *Develop a vigorous Community Awareness Campaign reflecting Brea's commitment to the well-being of youth and families and available resources.*
- e. *Develop a parenting resource guide that will provide information regarding services available through the School District, churches, public and private agencies.*

4. Teen Programs

- a. *Develop a service-oriented program for high school juniors and seniors through which teens can provide service to the community and become active participants in community life (credit/no credit).*
- b. *Develop a quarterly guide to programs and services for teens.*
- c. *Create a Youth Council (with an advisor) to organize, participate and implement programs for junior high youth, ages 12-14.*
- d. *Identify needed intervention programs for particular age groups.*
- e. *Implement a youth employment program for teens.*
- f. *Establish sports programs to meet the developmental differences of youth.*
- g. *Develop a youth volunteer program, open to all youth, that will encourage community involvement, provide training as needed and match volunteers with projects and activities.*

5. Volunteer/Participation/Collaboration

- a. *Call together a "convening" of major community stakeholders*
- b. *Establish a vehicle for volunteerism within Brea*
- c. *Implement the Pilot Volunteer program within Brea*

6. Seniors of Brea

Many seniors enjoy active and independent lives but also find themselves facing difficult decisions regarding housing, health care, and alternatives to institutionalization. Their challenges impact upon other members of their families, with direct effects being felt by their spouses, adult children and/or grandchildren.

The senior citizens of Brea numbered over 3,000 in 1990, 1,200 more than were City residents in 1980. By the year 2020, projections anticipate the Brea senior population will top 9,600. Thus, the City must plan to support programs and services aimed at a senior population that is expected to more than triple in size by 2020.

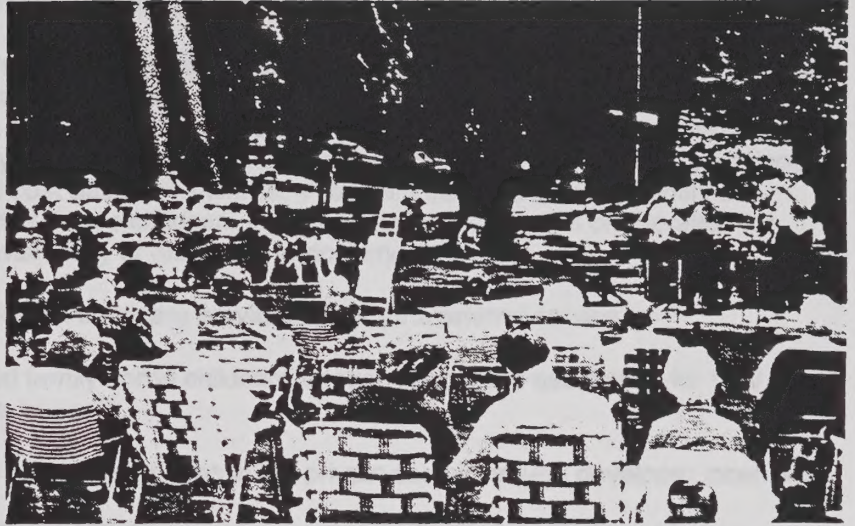
The senior population cannot, however, be adequately analyzed as one large group since the experiences and limitations of seniors change dramatically with age. For instance, while there was a group of 3,000 Brea seniors in 1990, nearly two-thirds of them (65%) were under the age of 75 years, while the remainder (35% or 1,100 Breans) were 75 years or older.

Looking toward the forecast horizon at 2020, "young" seniors (under 75 years of age) will comprise 58% of the Brea senior population, numbering 5,600 residents. Those who can be described as "mature" seniors (75 years or older) will reach more than 4,000 residents, representing 42% of Brea seniors. Thus, the number of "mature" seniors in 2020 is anticipated to be 30% larger than all seniors combined as of 1990. This "aging" of the senior population by virtue of the larger representation in the "mature" segment will likely result in a disproportionately larger demand for programs and services that are needed by the mature senior.

The demand for existing services obtained through the City's case management program will continue to increase. In other words, the senior population we experience today is an evolving segment of the community with substantial changes forecast for the future. The City needs to monitor such changes and be prepared to respond to the changing needs of this evolving population base. The following are recommendations that address current needs of the senior population:

Active Seniors

- Provide programs and activities that focus on socialization, recreation, health and wellness, as well as education needs and interests at the Community Center.
- Continue to provide free meeting space for senior citizens' groups at the Brea Senior Center.
- Coordinate a structured volunteer program for the older population to tap into skills and life experiences.
- Support and sustain the activities of the Brea Senior Center, including transportation and the nutrition program.



Less-Active Seniors

- Support and enhance the Case Management Program, the Homemaker Program and Respite Services delivered from the Brea Senior Center to meet the projected needs of the "frail elderly" to support independent living in the home.
- Support and enhance the delivery of meals to the homes of less-active seniors, both through the Senior Center and the Brea Meals on Wheels Program.
- Support and enhance programs that provide door-to-door transportation for less-active senior to meet the needs of daily living.
- Create (in partnership) an Adult Day Care program in Brea.
- Encourage the development of long-term care facilities in Brea that will serve the needs of low-income seniors.

General

- Annually provide documented information on services and programs available in the community to meet the needs and interests of the older population. A more comprehensive provider inventory of senior citizen services should be prepared and documented to enable the identification of existing and future service gaps for the senior population.
- Create a formal community education and support program to insure that the needs of senior citizens continue to be addressed by the entire community through partnerships and collaboration.

7. Public Transportation

The need for transportation to link human service providers to their constituencies is a common thread documented throughout the Master Plan process. From childcare to senior services, convenient and affordable access to services is a necessity that, if unavailable, can and does create an obstacle for service users. In addition to private transportation resources, the community relies upon public transportation of many types. The success of the recently implemented VanGo program provides testimony to the need for such services.

- The City should continue to support and expand public transportation services including locally-based alternatives.
- The City should leverage efforts with the County network of transportation resources to move people within and outside of the City of Brea.

8. Childcare

Changes in demographics and lifestyles are making quality childcare an increasingly critical issue for parents, children, society and our economy. Studies have identified the availability of childcare as an important factor in improving the productivity of working parents. Childcare encompasses care for children from birth to fourteen years of age. This

includes infant and pre-school childcare, before and after school programs, and care for children with special needs. Alternative child-care strategies encompass family-based care, non-profit provider care, for-profit care, as well as latch-key child support systems. The two primary factors indicating the growth in demand for childcare facilities are: an increase in the population of children under the age of fourteen; an increase in the number of working mothers.

- The City should be responsible for the development and regular update of an analysis of the demand/supply relationship for affordable, quality childcare to serve the needs of its current and future population. This update should be patterned after comprehensive childcare needs assessments conducted in other Southern California municipalities². Such an investigation could include an inventory of childcare providers with breakdowns by age of child, cost, type of care environment, and availability of discounted cost based on income. Providers can be polled to identify the residential location for children currently housed in Brea's childcare inventory. Determine hours of operation for providers, availability of care for sick children, availability of drop-in or temporary care.
- Maintain and make available pertinent information on childcare providers through a referral service.
- As needed, expand the supply of quality licensed family home childcare through supportive assistance for new and existing caregivers via a Family Home Childcare Network.
- As needed, encourage the development of new childcare facilities in the private sector through developer incentives.
- Coordinate efforts with the Brea Olinda Unified School District to enhance the quality and availability of existing extended day childcare programs.
- Explore the feasibility of including childcare impact mitigation requirements in development agreements.

9. Library Services

Libraries play a key role in educating and distributing information to the general public. The balance of library services to needs has not been fully addressed within the Master Plan. However, the importance of the library as a resource to the Brea community was well documented in the resident survey and the Youth and Family Action Plan. Importantly, the resident survey further documented strong support for costs associated with library service improvements or additions.

The following recommendations specific to library services are excerpted from the September, 1996, Draft Report of Brea's Youth and Family Action Plan Steering Committee:

- *Create a Citizen Library Task Force to promote, strengthen and preserve Library services.*
- *Market and communicate current programs.*
- *Expand existing programs through the use of teen and adult volunteers.*
- *Develop activities on Friday for children who have extra time on their hands.*
- *Offer after-school tutoring and/or homework help through the use of volunteers.*

In addition, based upon the interest and support demonstrated, it is recommended that the City conduct an investigation to determine if the existing Civic Center library (currently operated by the County of Orange) is adequate for Brea's current and future population base.

10. Disabled Residents of Brea

Households with one or more members with a permanent disability encounter challenges in their housing, employment, transportation, education, recreation and other basic human services. Based upon 1990 Census figures for the City of Brea as of 1990, 4.8% of the population 16 years and older (1,255 residents) reported a mobility or self-care limitation. Nearly half (47%) of these disabled Breans were 65 years or older (600 residents).

² Santa Monica and Irvine.

- Encourage quality services targeted to Brea residents with disabilities to promote their independence and self-sufficiency. In particular, maintain or expand locally-based transportation alternatives such as VanGo.
- Encourage the full integration of individuals with disabilities into all phases of community life.
- Refine and expand the existing provider inventory to confirm the identification of any service gaps for disabled Brea residents.

11. Cultural Arts



- Partner with the Cultural Arts Commission to establish Ways that will include youth in the decision-making process*
- Establish the fine arts as an integral part of the After-school Program at the Community Center.*
- Establish the arts as an integral part of the After-school Childcare program at the elementary schools.*
- Create "family friendly" programs that highlight the value and fun of the arts experience.*
- Establish art internships for art students.*

12. Small Town/Family Activities

- Use the Brea Community Center as a resource center to publicize family classes offered at and through Brea's Youth & Family Services, CHOC, St. Jude Hospital, and other agencies.*
- Organize volunteer coordinators and committees to coordinate family classes and activities.*

13. Other Human Services

Refine and expand the current human service provider inventory to identify service gaps for existing or future Brea residents.

The Brea Community Center, Youth and Family Services Program has proven to be a valuable link in providing needed services for the community. The City should formalize a commitment to support this program.

Human Services Recommendations Lists

Priorities	Main Categories	Action Steps	Year			
			'98	'99	'00	'05
1	Human Service Coalitlon	Establish a Human Services Coalition to facilitate the establishment of community based agencies and organizations that provide human services.	98			
2	Youth and Family	After School Programs - Maintain provision of after-school programs at the Community Center - The City should seek to work with the School District to develop after-school programs on-site at schools) - The City should seek to work with the School District to investigate summer time programs at school	98 98 98			
		Parenting - Establish Family Resource Center at the Community Center - Establish a partnership with law enforcement for the prevention of substance abuse and violence - Develop a business involvement program to support youth and families - Develop a vigorous community awareness campaign regarding well-being of youth, families, and resources - Develop a parenting resource guide	98 98	99 99 99		
		Teen Programs - Develop a service-oriented program for high school juniors and seniors through which teens can provide service to the community - Develop a quarterly guide to programs and services for all teens - Create a Youth Council - Identify needed intervention programs for particular age groups - Implement a youth employment program for all teens - Establish sports programs to meet the developmental differences of youth - Develop a youth volunteer program	98	99 99	00 00 00 00	
3	Volunteer/Participation/ Collaboration	- Call together a "convening" of major community stakeholders - Establish a vehicle for volunteerism in Brea - Implement the Pilot Volunteer program		99 99 99		
4	Senlors of Brea	<u>Less Active Seniors</u> - Support, enhance and maintain the Case Management Program, the Homemaker Program, and Respite Service delivered from the Brea Senior Center for "frail elderly" - Support, enhance and maintain the delivery of meals to the homes of less active seniors, both through the Senior Center and the Brea Meals on Wheels Program - Support, enhance and maintain programs that provide door-to-door transportation (volunteer) - Create (in partnership) an adult day care program in Brea (investigate) - Encourage the development of long term care facilities in Brea that will serve the needs of low income seniors	98 98 98 98 98	99		
		<u>Active Seniors</u> - Provide programs and activities that focus on socialization, recreation, health, and wellness and education needs at the Community Center - Continue to provide free meeting space for senior citizens' groups at the Brea Senior Center - Coordinate a structured volunteer program for the older population to tap into skills and life experiences - Support and sustain the activities of the Brea Senior Center including transportation and the	98 98 98 98	99 99		

Human Services Recommendations Lists

Priorities	Main Categories	Action Steps	Year			
			'98	'99	'00	'05
		nutrition program <u>General</u> - Annually provide documented information on services and programs available in the community for older population - Create a formal community education, and a personal outreach program for senior citizens		99		
5	Public Transportation	- Continue to support and expand public transportation - Leverage efforts with the County network of transportation resources	98 98			
6	Child Care	- City to develop and update analysis of demand/supply of affordable, quality child care - Maintain and make available pertinent information on child care through Family Home Child Care Network - Encourage development of new child care facilities in private sector through developer incentives - Encourage coordination of pre-school and day care programs with Brea Olinda Unified School District - Explore the feasibility of including child care impact mitigation requirements in development agreements			00 00 00 00 00	
7	Library Services	- Create a citizen Library Task Force - Market and communicate current programs - Expand existing programs through the use of teen and adult volunteers - Develop activities on Friday for children - Offer after-school tutoring and/or homework help through the use of volunteers	98 98 98 98 98			
8	Disabled Residents of Brea	- Encourage quality services targeted to Brea residents with disabilities, such as VanGo - Encourage full integration of individuals with disabilities in all phases of community life - Refine and expand the existing provider inventory for disabled residents services			00 00 00	
9	Other Human Services	- Refine and expand the current the current human service provider inventory - Formalize a commitment to support the Brea Community Center, Youth and Family Services Program		99 99		
10	Cultural Arts	- Partner with the Cultural Arts Commission to involve youth in the decision making process for arts - Establish the fine arts as an integral part of the after-school program at the Community Center - Establish the fine arts as an integral part of the after-school program at elementary schools - Create "family friendly" programs highlighting value and fun of arts experience - Establish art internships for art students		99 99 99 99 99		
11	Small Town/Family Activities	- Use the Brea Community Center as a resource center to publicize family classes - Organize volunteer coordinators and committees to coordinate family classes and activities	98	99		

Updated: September 26, 1997

PARK AND RECREATION FACILITY NEEDS ASSESSMENT

ORGANIZED RECREATION AND SPORTS FACILITIES

Brea has very active youth sports programs, and almost all of the available sports facilities are well-utilized. Many of these facilities are located in schools and regional parks; a few are privately owned. The following factors affect current and future provision of recreation facilities in the City of Brea and must be considered when assessing the needs for those facilities:

- The City is highly dependent on facilities owned by schools and regional parks, and also uses some private facilities. While joint-use agreements are in place in most cases, the City does not have full control of the use of many facilities and is often dependent on the maintenance practices of others.
- Many of the sports facilities are located in neighborhood parks and school-parks that are in residential neighborhoods and do not have adequate support facilities for such high-activity uses. This situation is exacerbated during games. Inadequate and/or inconvenient parking makes attending games less enjoyable for users and spectators and often impacts the surrounding neighborhood with traffic, noise and on-street parking.
- Sports which occur during periods of short-daylight hours need lighted fields for mid-week practices. The City of Brea has limited lighted fields, and most existing fields cannot be lighted without impacting surrounding residential neighborhoods.
- Brea user groups have certain expectations for sports facility quality that differ from or exceed expectations in many other cities. Standards have been established for each facility type that reflect those expectations, and the inventory of existing facilities is based on these standards.

While the overall number of varied existing facilities may appear adequate to meet existing needs, deficiencies such as substandard size, drainage problems, poor condition of equipment, lack of required improvements (proper materials, backstops, lighting, etc.) often cause the facilities to fall below City standards.

- The Brea Master Plan Deficiency Assessment for facilities was based primarily on data collected through the telephone survey and questionnaires. By necessity, the information was collected in more general categories than the actual categories in use (i.e., baseball fields were analyzed as one Little League category and one Adult/Senior League category rather than in the more detailed breakdown by participant age groups - each with own field standards).

Baseball Fields

Based on an inventory of baseball fields existing on City and school sites, there is a current deficiency for general Little League fields of 2.6 fields. If Lowe Field (privately owned) is included, there is a deficiency of 1.6 fields indicated. This is fairly consistent with the youth program providers' perception of need, which is another two fields (one minor and one major field). The only field used in the adult league for games is Lowe Field, and there is potential that Lowe Field could be developed for another use in the future. The current deficiency for adult fields is 1.3 fields. Including Lowe Field, the deficiency is .3 fields. The Senior Little League (15 years and older) uses adult-sized fields, but requires both 80 ft. and 90 ft. base line sizes, depending on age group. Currently, the senior Little League is inter-district, and because of lack of facilities in Brea, play the majority of games on the road. These players do not use Lowe Field due to poor maintenance and no ability to



re-peg bases (change baseline dimensions). They use the High School J.V. field (primarily for practice) for winter league practice for the age group using 90 ft. base lines, but do not have the ability to adjust bases to 80 ft. The J.V. field is not available during regular league play because it coincides with high school use of the field. Fields available in the regional parks are used only for practice, primarily due to maintenance and drainage problems.

There is a current need for the following:

- Access to one (1) additional lighted Senior Little League / Adult League game-quality field with ability to adjust the bases to 80 ft and 90 ft.
- One (1) additional Major Little League size field.
- One (1) Additional minor Little League size field

The projected need for 2020 includes, in addition to the above:

- Two (2) Additional major Little League size fields.
- One (1) additional minor Little League size field.

Basketball Courts

Organized basketball organizations prefer indoor courts for games, but will practice on outdoor courts. The adult basketball program uses indoor facilities exclusively, and has a waiting list that cannot be accommodated with current facilities. However, the deficiency analysis shows a current excess of courts available in all categories. Projections for 2020 show a deficiency of less than one court each for youth and adults. The new Community Center adds a gymnasium with basketball courts to the inventory. However, competitive uses for that gym reduce the times when it is available for organized basketball. Recently completed improvements to the Junior High outdoor courts have greatly reduced perceived shortfall for programs. The deficiency analysis shows a surplus of practice/informal-use courts in the City.

There is a current need for the following:

- Two (2) indoor court

The projected need for 2020 includes, in addition to the above:

- One (1) additional indoor organized youth-play court
- One (1) additional indoor organized adult-play court

Football Fields

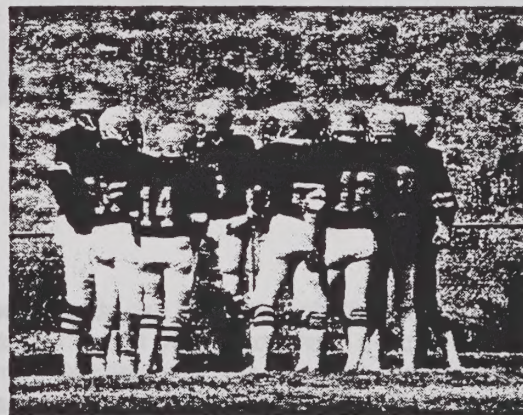
The deficiency assessment indicates a need for less than one football field. Projections for 2020 show the same deficiency. The two football fields that meet the standards for game quality are the field at Arovista Park and the Stadium Field at Brea Olinda High School. Arovista Park, however, has drainage problems and is a shared-use field.

There is a current need for the following:

- One (1) practice field (lighted) needed

The projected need for 2020 includes, in addition to the above:

- One (1) additional game quality football field



Gymnasiums

A gymnasium is the common solution to providing indoor recreation and sports facilities. It should be noted that many program providers using indoor facilities believed that the new Community Center gymnasium would take care of their immediate needs. Since the Center was completed, concern has been expressed that other programs competing for time in the gym have greatly reduced their anticipated use of the facilities, and that their anticipated satisfied needs might not occur. The Center gym is being used heavily to satisfy the needs of "drop-ins," people who are not part of a league but want to drop in for a pick-up game. Both adult sports programs, and youth programs run by volunteer adults, need well-lighted facilities because of "after work" play times. Indoor basketball and volleyball facilities best meet those needs. The youth basketball programs indicate they have no indoor courts in which to expand and indoor soccer participation also is growing at a high rate.

There is a current need for the following:

- One (1) gymnasium set up for multi-use for basketball, volleyball and indoor soccer

The projected need for 2020 includes, in addition to the above:

- One (1) to two (2) additional gymnasiums

Rollerblade Hockey Rink

Rollerblade Hockey is a relatively new sport, and is growing rapidly not only in Brea, but throughout Southern California. Only one permanent rollerblade hockey rink exists in Brea, and this is a private indoor facility. The city has planned a portable rink to be set up in the Community.

Soccer Fields

Soccer has the largest participation of any organized sport in Brea. The deficiency analysis shows a current deficiency of 4 game fields and 2 practice fields. The program provider perceives a need for 5 new fields and 2 additional lighted practice fields.

There is a current need for the following:

- Four (4) additional game fields
- Two (2) additional lighted practice fields

The projected need for 2020 includes, in addition to the above:

- Five (5) additional game-quality fields
- Four (4) additional lighted practice fields
- Four (4) additional non-lighted practice fields



Softball Fields

Many of the parks and schools in Brea have substandard softball fields. These fields can be used only for practice and informal games. The deficiency analysis shows that the City currently has an excess of over 18 of these practice fields. However, in terms of organized team game fields, the analysis shows a current deficiency of just under one youth and one adult field. That deficiency is projected to grow an additional 3 fields each for youth and adult games. Program providers feel they need access to 1 additional adult field, preferably lighted.

There is a current need for the following:

- One (1) additional adult game field (lighted)

The projected need for 2020 includes, in addition to the above:

- Two (2) additional youth game fields
- Two (2) additional adult game fields



Swimming Pools (Competition)

There is no 50-meter pool in Brea, and therefore quality swim meets cannot be held here. The Brea Plunge has a 25-yard pool, and the High School has a 25 meter pool. The Brea Plunge is used for lessons and recreational swimming, however only the High School pool is used for competitive swimming programs.

There is a current need for the following:

- One (1) 50-meter pool, open year-round

The projected need for 2020 includes, in addition to the above:

- No additional pools warranted

Tennis Courts

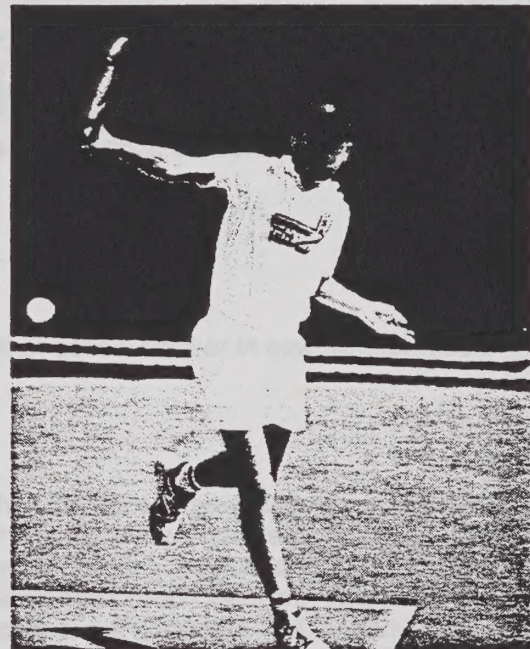
The telephone survey and workshops indicate a high interest in tennis in Brea. While the City contains a large number of tennis courts (35), most of them (19) are in private ownership (homeowners associations) and not available to the general public. While these private tennis courts accommodate the general need for tennis in the City, they cannot be counted in the deficiency assessment. The deficiency assessment shows a current need for about 4 additional courts in the City. The deficiency assessment does not include available courts in regional parks because they serve a wider community and their schedules are controlled by other agencies. It should be noted that courts that are separated in small numbers throughout the community, while ideal for casual use, do not conveniently accommodate the needs of organized lessons and leagues. The program providers express a desire for 8 additional courts located together.

There is a current need for the following:

- Six (6) to eight (8) additional lighted courts

The projected need for 2020 includes, in addition to the above:

- An additional four (4) lighted courts



Volleyball Courts

Organized volleyball programs use indoor courts. The adult volleyball program is very popular and currently has a waiting list. There is a problem with the shared-use condition of the indoor courts in gymnasiums, which drastically limit the amount of time the courts can be used for volleyball. The program cannot be expanded due to limited availability of indoor volleyball courts. The deficiency analysis shows a current surplus of two courts and a 2020 deficiency of 1 court. Because of limited access to these shared-use courts, however, there is a need for additional courts.

There is a current need for the following:

- One (1) additional indoor court

The projected need for 2020 includes, in addition to the above:

- An additional two (2) indoor courts

RECREATION FACILITIES FOR CASUAL USE

Because of the nature of these types of uses, there is less quantitative data and per/capita standards available to establish specific needs. Therefore, the following assessments of needs are described in more general terms.

Children's Play Equipment Areas

The deficiency analysis shows a current surplus of 7 play areas when school play areas are included. However, many of the school play equipment areas are not suitable for tot play and consist of very old and poorly designed equipment. Regional parks have play equipment, but because they primarily serve the needs of the region, they have not been included in the inventory of facilities in Brea. If City facilities alone are considered, there is a deficiency of over 5 play areas. Children's play equipment areas should meet current play equipment safety standards, ADA accessibility standards and be located in neighborhoods - either in parks or schools.

There is a current need for the following:

- Five (5) rebuilt or replaced play equipment areas on school sites.

The projected need for 2020 includes:

- An additional eight (8) rebuilt or replaced play equipment areas on either school sites or in new neighborhood parks.



Lawn - Open Play and Other Casual Use Areas



Based on the results of the telephone survey, casual use of parks is one of the three uses with the highest per capita participation rates. The parks used most often for casual, unstructured activities were the two regional parks, Craig and Carbon Canyon. This is not surprising, since the regional parks (including Tri-City park) have the most (almost only) casual use areas of any substance. Casual use areas include unstructured, open lawn areas with shade trees, benches and pedestrian paths; wooded and natural areas with pedestrian paths; passive areas (including picnic areas) with natural and man-made features such as lakes and ponds, groves and arboretums. Although these areas are prevalent at the regional parks, more casual use areas are needed at the neighborhood level.



Tri-City Park

There is a current need for the following:

- Casual-use areas developed, enhanced or expanded at most existing neighborhood parks.
- All new neighborhood and community parks should include substantial casual use areas.

The projected need for 2020 includes, in addition to the above:

- Additional development of casual-use areas in new parks and development of casual use areas in open space in the SOI.

Picnic Areas

The residents of Brea have access to a large number and variety of picnic areas, due to the proximity of regional parks. The deficiency assessment indicates a current deficiency in picnic tables of 6.6 without including regional park facilities. If the regional facilities are included there is a current surplus of 331 tables. There is only one large group picnic area in the City and school facilities. However, there are 7 in the regional parks. There are 3 medium picnic areas in the City and school facilities, and 4 in the regional parks. There are 6 small picnic areas in the City and school facilities and 11 in the regional parks. Although not addressed in the deficiency assessment, the City has only one picnic shelter in its parks. Group picnic areas, which typically have shelters, were high in the telephone survey results. These shelters are a heavily used facility in other cities in Southern California and are needed in Brea as well.



Country Hills Park

There is a current need for the following:

- Picnic table areas and picnic shelters as part of development of casual-use area development in neighborhood parks (see above)

The projected need for 2020 includes, in addition to the above:

- Picnic table areas and picnic shelters as part of new parks and casual use areas in open space in the SOI.

Band Shell

A band shell was tied with bicycle trails for the single most desired facility in the telephone survey. This was not a question item on any survey, including the telephone survey. Therefore there is no additional quantitative, corroborating data. However, the band shell does tie in to the desire for traditional activities, casual use and community events that were mentioned at all the workshops.

There is a current need for the following:

- One band shell as part of an existing or new neighborhood park; possibly in the Sports Complex.

Rollerblade / Skateboard Park

Rollerblade and Skateboard uses have had a high interest and participation rate in all surveys of youth age groups. Rollerblade hockey needs were addressed above. However, rollerblade use includes skating on trails and paths as an exercise, recreation and transportation alternative. This need is addressed in the trails section below. Rollerblade use also includes recreation and individual performance sport use similar to skateboarding, in which participants incorporate jumping, balancing, sliding and physical tricks on ramps, launches, and a variety of grade changes and obstacles. Lacking a park or facility to skateboard or rollerblade, participants use streets, shopping centers, schools and anywhere that offers the correct physical challenges. In most communities, including Brea, skateboarding and rollerblading have been restricted from the majority of public places. Without an appropriate facility, and restricted from most other places that offer desired challenging, participants have no place to "legally" skateboard or rollerblade. This situation leads to conflict and frustration among all parties. As a performance sport, skateboarding ideally includes an audience; as a social event it requires a place to gather and hang out. A major hurdle to overcome in providing a rollerblade/skateboard facility is liability.

There is a current need for the following:

- One skateboard/rollerblade facility

RIDING AND HIKING TRAILS

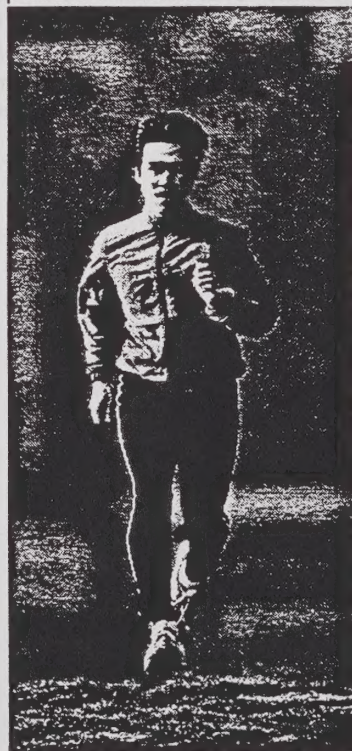
Since Riding and Hiking Trails were not addressed in the telephone survey, there are no specific participation rates for them and needs cannot be generated based on that data. However, data is available from other master plans in the area, which help in providing comparative quantities of trails. There are three main uses of trails: 1) As a means of facilitating convenient and safe alternative transportation. 2) To accommodate an activity that constitutes fitness or recreation activity in itself (i.e., walking, jogging, biking and riding). 3) As a means of interconnecting facilities, parks, schools and other public uses. The need for these trails is most meaningfully assessed by determining the necessary specific segments of trails necessary to complete systems that meet the requirements of these three uses. The existing Riding and Hiking Trails Master Plan found in the City of Brea General Plan has studied the local and regional trails and recommends specific segments.

This Riding and Hiking Trails Master Plan was prepared by the City of Brea Trails Committee. This plan (and the County of Orange trails plan) do not distinguish between hiking, mountain biking and equestrian trails. They propose multi-purpose trails to serve hikers, mountain bikers, and horseback riders. The preferred surface material is decomposed granite (DG), although many are asphalt. This Master Plan of Parks, Recreation, Open Space and Human Services also recommends a multi-purpose trail, but with two exceptions: first, paved commuter bike trails (class I and II) will be assessed separately; and second, jogging trails used for fitness will be assessed separately. The reasons for this are discussed in the following respective sections on Jogging Trails and Commuter Bicycle Trails.

It has been found in nationwide studies that pedestrian and bicycle paths are particularly desirable in almost all communities. While not assessing trails specifically, the telephone survey found these same high interests in Brea (bicycling and walking have the first and second highest per capita rate of use). The opportunity to use pedestrian and bicycle paths and trails is important to many people who prefer not to depend on private automobiles for every trip. Bicycle and pedestrian friendliness in a community are highly valued by many residents, including those with no immediate need or actual intent to walk or bicycle. The notion of bicycle or pedestrian travel carries an appeal analogous to that often associated with cultural amenities such as orchestras or performing art centers. In other words, a broad segment of the community values these amenities, even though many may not have the intention of using them at any foreseeable point. It has been hypothesized that this value derives from the belief among non-using residents that they will eventually make use of these assets held in reserve when they have more time, inclination or maturity.

Jogging Paths

Jogging paths or trails are best made of a resilient material such as decomposed granite, compacted fine textured gravel or rubberized asphalt. Jogging can occur on other types of trails and paths and even at the side of the road. However, the best



jogging path is constructed of resilient material and is separated from the road. Jogging paths can be part of a system of multi-purpose trails, however as used for fitness they are best laid out in a series of loops ranging in distance from 1-4 miles, with distances marked, so that individuals with different capabilities can use the jogging trail system. Existing parks can be retrofitted with jogging paths. Regional and community parks are also logical locations for these fitness/recreational jogging paths.

Standards from other master plans completed in the general area show a need for jogging paths of 1 mile of jogging path per 12-18,000 population, which would translate to 1.9 to 2.9 miles in the City of Brea. In the year 2020, that need would increase to 3.17 to 4.75 miles of jogging path.

There is a current need for the following:

- Two and one half miles of jogging path for fitness/recreation, to be provided in new community parks and/or existing regional parks.

The projected need for 2020 includes, in addition to the above:



Hiking/Walking/Riding Trails

Hiking/Walking/Riding trails are multi-use trails for walking, hiking, mountain biking and horseback riding. These include urban and suburban walking and hiking trails, wilderness trails in the Sphere of Influence (SOI), and regional trail connections through Brea. These are not roadside sidewalks (except for short necessary connections), rather they are trails that are separated from the road, and which follow greenways and open space patterns. The existing Hiking and Riding Trails master plan shows about 41.32 miles of proposed hiking/walking trails and this plan adds another 1.7 miles of proposed multi-purpose trails in order to complete desired linkages, totaling 43.02 miles of trails. The trails within the SOI are anticipated to be built as part of development within the SOI, while the existing developed areas of Brea will have to be built with separate City funding, grants or other sources. Additionally, the trails within the developed portions of the City are needed right now, while most of those shown in the SOI can wait until development (and demand) occurs in those areas.

There is a current need for the following:

- Specific Segments of trail totaling 7.9 miles
- Brea Trail
- Brea Canyon Channel Trail (New)
- El Cajon Trail
- Fullerton Trail
- Walter Johnson Trail

The projected need for 2020 includes, in addition to the above:

- Specific Trail Segments totaling 35.3 miles.
- Chino Hills Trail
- Telegraph Canyon Trail
- Diamond Bar Trail
- Oil Patch Loop Trail
- Valencia Trail
- Carbon Canyon Trail
- Brea Canyon Channel Trail

- Olinda Trail
- Sonome Canyon Trail
- Tres Hermanos Trail
- Tonner Creek Trail
- Tonner Ridge Trail

Commuter Bicycle Trails

The bicycle is perhaps the most-used alternative mode of travel in Brea. Because commuter and sports bicyclists use narrow wheeled bikes and travel at relatively high speeds, they require a paved surface and are not compatible with hikers and equestrians. Therefore they require trails separate from the multi-purpose Hiking/Walking/Riding Trails. Other master plans completed in the general area project the need for one mile of bicycle trail per 1,000 population which translates into a current need of about 35 miles of bicycle trails. In 2020 that need will increase to about 57 miles. The existing City of Brea Bikeway Master Plan found in the Circulation Element of the General Plan shows about 44.4 miles of bicycle paths needed in order to complete all the desired linkages. Since these Class I and Class II bike paths are funded through Circulation and found in the Circulation Element of the General Plan, the needs analysis for these trails will not be covered in this master plan.

Equestrian Trails

Equestrians will use the multi-purpose Hiking/Walking/ Riding Trails. Horseback riders in Brea have indicated they need some trail connections from existing trails through parts of Brea. Equestrian organization input indicated the need for links be made from the Fullerton Trail at Craig Park through to Carbon Canyon Park. Current and future needs for equestrian trails are included in the needs for Hiking/Walking/Riding Trails.

Staging Areas

There is a need for staging areas at various points along Brea's trail system. Nine such staging areas have been identified in the existing Trails Master Plan. These should be built out in conjunction with related trail segments.



- Olinda Trail
- Sonome Canyon Trail
- Tres Hermanos Trail
- Tonner Creek Trail
- Tonner Ridge Trail

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PARKS

In the past, recreation planners based the need for parks on adopted standards described in number of acres of total parkland per 1,000 population, often using standards established by the National Recreation and Park Association (NRPA), which was 10 acres per 1,000 population. Most communities and counties adjusted that standard to better reflect their existing amount of parkland. Brea currently requires 5 acres per 1,000 population of parkland dedication as a condition of approval for subdivisions.

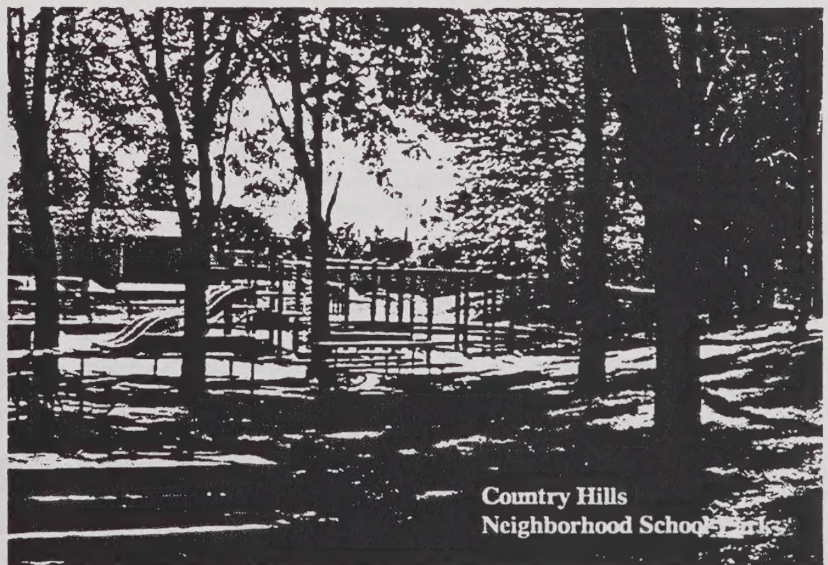
The current position by the NRPA and the recreation planning field is that these somewhat arbitrary acreage standards are not meaningful, and that the park requirements and ability to provide these parklands, differ in each community. Therefore the approach should be tailored to address conditions unique in each community. This master plan has been prepared following this latter philosophy. This Park and Recreation Element should be updated on a regular basis to reflect current conditions. Currently, some of the unique conditions and issues affecting provision of parkland in Brea are:

- Most of the land within the city limits of Brea has been developed; there is very little available vacant land in parcel sizes useful for parkland. Existing parkland is not evenly distributed throughout the developed City, and the opportunity to create new neighborhood parks in areas lacking such parks is very limited.
- The Brea Sphere of Influence (SOI) is for the most part very steeply-sloped land, and while the SOI offers many opportunities for open space and casual-use parkland, there are fewer opportunities to provide active-use parks which require large, flat areas for ball fields and parking.
- The City of Brea currently has only 36.67 acres of City-Owned Parks, and an additional 57.98 acres of park-use area on school district property through a school/park joint use agreement. This shortage of parkland is somewhat offset by regional parks. The City residents have access to 288 acres of regional parks, including Tri-City Park which is shared with two other Cities.
- For purposes of this Master Plan the City has been divided into 21 service areas. The boundary of each area defined by barriers to convenient pedestrian movement such as the freeway and major arterials. Wherever possible, each service area is composed of a perceived neighborhood. There are 9 residential service areas within the city limits that do not have neighborhood parks. There are five service areas composing the SOI. None have parks. However, it is expected that neighborhood parks will be provided along with development when it occurs in the SOI.

NEIGHBORHOOD PARKS

There are 5 existing parks that can be classified as neighborhood parks. Many of these contain active uses such as game-quality baseball fields that are more appropriately located in community parks. Such uses detract from the "neighborhood" quality of the park and often tax available parking, increase traffic noise and congestion. Ideally, long term solutions will provide needed game fields in appropriate community parks so that these neighborhood parks will have only neighborhood scale uses in them.

Existing Neighborhoods - Service Areas 1, 15, 17, and 18 are existing residential areas without parks of any kind. Service Area 19 has only access to a Regional Park. Additionally Service Areas 1 and 15 do not have existing or proposed pedestrian access to parks in adjacent service areas. The existing population in Brea's developed neighborhoods merits an additional two neighborhood parks.



Country Hills
Neighborhood School Park

Parks, Recreation and Human Services Element **PARK & RECREATION - Needs Assessment**

New Neighborhoods - As vacant lands in the SOI (and in Service Area 21) are developed with residential uses, neighborhood parks should be provided in each designed "neighborhood," or at a rate of at least one neighborhood park per 4-5,000 population.

There is a current need for the following:

- Two neighborhood parks: One located in Service Area 1 and another located in Service Area 15 or in 19 with proximity and good pedestrian connection to Service Area 15.
- Additional neighborhood parks commensurate with development and growth. One new neighborhood park should be provided in each neighborhood or at a minimum rate of one neighborhood park per 4-5,000 additional population.

The projected need for 2020 includes:

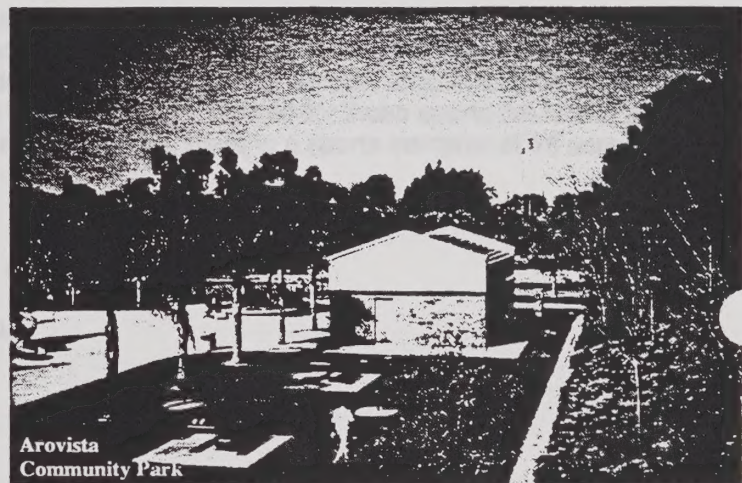
- Additional new parks as necessary to total at least 12 neighborhood parks (depending on actual development patterns, more or fewer parks may be necessary).

COMMUNITY PARKS

Community Parks serve a broader purpose than neighborhood parks. The focus is on meeting community-based recreation needs as well as preserving unique landscapes and open spaces. When large or specialized facilities that serve the community as a whole are developed, they will ideally be constructed on a community park site. When they are located on smaller sites, they become community facility locations. Existing examples of such locations include the Brea Plunge, located in City Hall Park (otherwise City Hall Park would not be a community park), the Senior Center and Community Center.

There are currently two community parks and five community recreation facility locations. The parks are:

- Arovista Park
- Junior High Park



The community recreation facility locations are:



- City Hall Park (Brea Plunge)
- Senior Center
- Pioneer Hall
- Civic and Cultural Center
- Brea Community Center

The number of Community Parks required will be based on accommodating required community facilities, and to provide significant casual park use (the latter will take advantage of opportunities to preserve any unique landscape or open space areas). Because there are many game-quality sports fields needed in the City, and these fields are community facilities, either a large sports complex (see below) or one or more community parks will be needed to satisfy current needs, and additional community parks will be needed by

2020. Location and size of such parks will be determined by availability of land. Some sports fields are currently located on neighborhood parks (Tamarack and Country Hills). The ultimate goal is to replace these fields with facilities located on community parks, so that the neighborhood parks can function better at a neighborhood level.

Parks, Recreation and Human Services Element **PARK & RECREATION - Needs Assessment**

There is a current need for the following:

- 24-26 acres of community parkland to accommodate needed community recreation/sports facilities with support uses.
- An additional 10 acres or more of Community Parkland for casual park use

The projected need for 2020 includes, in addition to the above:

- 55-60 acres of community parkland to accommodate needed community recreation/sports facilities with support uses.
- An additional 25 acres or more of Community Parkland for casual use park use.

SCHOOL-PARKS

School-Parks are an opportunity to share land and maintenance costs, and for which there is no measurable "need." Brea has several, including Country Hills School-Park and the Jr. High School-Park.

SPORTS COMPLEX

A Sports Complex consolidates several heavily programmed athletic fields and courts within support and ancillary uses on one large site. It can be considered a community park, and will accommodate community facilities. The current need for approximately 26 acres of parkland to accommodate needed sports facilities and support uses is adequate to constitute the first phase of a sports complex. If replacement facilities are considered for those sports fields that are located in neighborhood parks, it will require an additional 10 or more acres, making a sports complex of 36 acres.

There is a current need for the following:

- 26-36 acres of sports complex (in lieu of that amount of neighborhood park).

The projected need for 2020 includes, in addition to the above:

- 55-60 acres of sports complex

GREENWAYS/LINEAR PARKS

Since the purpose of greenways or linear parks is to link park and open space components to form a cohesive park, recreation and open space system, the need for greenways must be described in terms of linkages. These linkages must be phased based primarily on budget, rather than on population increases as is the case with other types of parks (see Park and Open Space System plan).

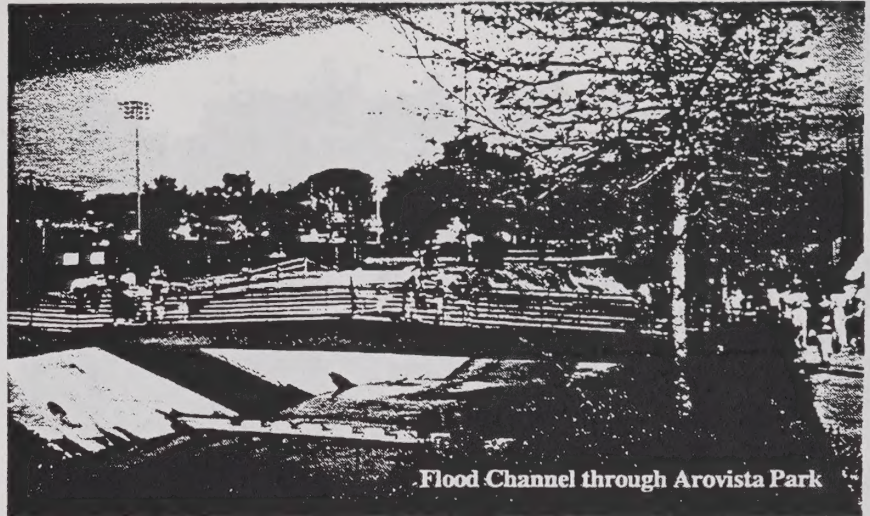
Type 1 Corridor Greenway Linkages include:

- Southern Pacific Railroad ROW from the west City boundary near Lambert to its intersection at Kraemer Boulevard.
- The Loftus Flood Channel ROW from the end of the railroad ROW at Kraemer (above), to Surveyor Avenue.
- The Loftus Flood Channel ROW from the Southern Pacific Railroad ROW paralleling Associated Road to Imperial, and then crossing a parking lot to follow the flood channel to the 57 Freeway. The County of Orange is looking at a possible way to get under the Freeway to Craig Park at this point.
- The large Street ROW along the south



side of Birch Street adjacent to Birch Hills Golf Course between Kraemer to the extent of the golf course to the west.

- The large street ROW along the west side of Kraemer between Birch and Northern Brea Union Plaza.
- The Flood Channel ROW from Birch Street and Imperial Hwy. between Valencia Avenue and Rose Drive.
- Flood Channel ROW from its intersection with Brea Boulevard to the north to Brea Municipal Golf Course to the south.
- Open Space corridors in SOI (to be developed concurrently with development in the area).



Type 2 Corridor Greenway Linkages include:

- Street ROW on the west side of Berry street between Northwood Ave. and Central Avenue.
- The Street ROW on Central Avenue between Berry and Steel Drive.
- The large ROWs and utility corridors along Lambert Road and Carbon Canyon Road from Wildcat Way on the west to the City Limits on the east.
- The ROW connecting to the north end of the Flood Channel at Birch between Valencia Avenue and Rose Drive and paralleling Rose drive to Spurr Circle and thence along that subdivision boundary west to the flood channel.
- The large street ROW along the east side of Valencia Avenue from Imperial Highway on the south to the Olinda Landfill Regional Park to the north.
- Various short segments of Type 2 Corridor Greenways as shown on the Park and Open Space System Plan.

Type 3 Corridor Greenway Linkages include:

- Puente Street between Lambert on the north and the Southern Pacific railroad right-of-way on the south.

REGIONAL PARKS

Regional parks serve the entire City of Brea, as well as other cities and population bases in the area or region. They often contain unique natural and man-made resources that have regional appeal. Brea currently has five such parks; three owned by the County of Orange, one owned by the State, and one shared with two adjacent cities.

Location - The location of regional parks is determined by the unique quality and suitability of the site. Because of size and site characteristic requirements, they tend to be at the edge or outside of the developed community.

Size - Much the same as with community parks, the size of regional parks is also site-determined. While some are smaller, but regional in nature due to the type of facilities provided and/or ownership, most tend to be over 100 acres.

Facilities - Regional parks often have natural elements such as forested areas, lakes, and creeks, and therefore offer special recreation facilities that capitalize on these natural resources such as hiking and bicycle trails, day and overnight camping areas and extensive picnicking areas. Regional parks can also provide any of the facilities found in the community parks, if their size, composition and carrying capacity are appropriate.

The City of Brea is fortunate to have these regional parks, in and adjacent to, the City. The following parks provide the majority of casual use parkland and facilities to the City residents.

Ted Craig Regional Park – This 125-acre regional park is owned by the County of Orange, and is located south of Imperial Highway and west of the Orange Freeway (57), between State College Boulevard and Associated Road. Automobile entrance to the park is subject to a fee. The park is both a casual use park with passive activities, and an active park with ball fields, basketball courts, volleyball courts and racquetball/handball courts. It has a 4-acre fishing lake, restrooms, picnic shelters, barbecues, and a large number of picnic tables. There is a playground and tot lot with play equipment. It also has a concessions building and grass amphitheater.



Craig Park provides significant passive use opportunities to the residents of Brea; however, due to the poor condition and maintenance of its sports facilities and drainage problems, it has not served the City's active and sports use needs. This park offers an opportunity to the City of Brea for expansion of its active use activities. The City should work on possible acquisition of the park, and then improve and better maintain its facilities.



Carbon Canyon Regional Park – This 124-acre regional park is situated within a flood plain at the base of the Carbon Canyon Dam and is accessible from Carbon Canyon Road. This park is subject to a user fee by its owner, Orange County. It offers both active and passive uses. The sports facilities are in poor condition and poorly maintained. The fields are subject to drainage and flood conditions inherent to a site in a flood plain behind a dam.

Carbon Canyon Park includes maintenance and administration facilities, and a wide array of uses, both active and passive. These include restrooms, picnic shelters (including a large 350 person shelter), barbecues, picnic tables, a 4-acre fishing lake, equestrian trails, hiking trails and a bike trail. Active uses include a lighted tennis court, multi-purpose fields, volleyball courts and play equipment. This park also offers an opportunity for the City to expand its active use facilities. The City should work with the County to improve fields and sports facilities and increase the quality of maintenance.

Olinda Regional Park – This future wilderness park will be constructed by the County of Orange as a part of reclamation of the Olinda Landfill. The overall site is approximately 250 acres in size. It is intended to be developed as a regional park with a variety of diverse uses. The intent is that it have a balance of “urban-natural” and wilderness areas, and a balance of active and passive recreation.

Tri-City Park – This 40 acre park is located south of Imperial Highway off Kraemer Boulevard, and has been developed jointly by three cities (Brea, Fullerton and Placentia). The park is maintained by the City of Placentia with all three cities sharing the maintenance costs. Citizens of all three cities use the park.



Tri-City Park

Tri-City Park includes restrooms, a 10-acre lake, open play area, picnic tables, barbecues, benches, picnic areas, and biking/jogging trails. The park is well-maintained and heavily used.

Chino Hills State Park – The State of California is completing its acquisition of the last of this 12,500 + acre site. Portions of the park fall within the City of Brea Sphere of Influence. The State has recently acquired property in Brea's SOI from Shell, which by agreement must remain open space. About 45% of the State Park (5,600 acres) falls in Orange County. This wilderness area park has over 65 miles of trails. Facilities consist of 10 primitive campsites – five for general use and five are for equestrian use. Activities in the park include camping, hiking, mountain bike riding and horseback riding.

OPERATIONS AND MAINTENANCE

The operations and maintenance objective as stated in this element's *Goals, Objectives and Policies* is as follows:

"Operate and maintain parks and recreation facilities at a level appropriate for each use and at a level meeting existing high quality standards."

Currently, the City is operating and maintaining its parks and casual-use facilities at a high quality standard. Residents of Brea have high expectations for quality of operations and maintenance (O&M). Input from City residents indicates a generally high satisfaction rate. However, the active-use/sports fields are generally maintained below a satisfactory level. The primary reason for this is overuse. Fields are used continually, year around, and without a rest period during the growing season to recover. The shortage of adequate sports fields discussed previously in this section, manifests itself in poor field conditions. Until adequate fields are provided, the choice is to have less than satisfactory, but safe, field conditions, or to curtail recreation programs by closing down fields for the purpose of additional maintenance. The consensus of the user groups has been to continue with poorer field conditions.

In addition, the school properties used for recreation that are maintained by the district, not the City, often do not meet City maintenance standards. There are drainage problems on fields at some school-parks whose cause and/or source of correction is on school property. As discussed under School-Parks in the Recommendations section, existing City-School District joint use agreements should be reviewed and appropriate adjustments made to rectify these problems.

An important policy of this element is:

"Prior to approval of development of any park or recreation facilities, have maintenance and operations requirements and costs estimated, and ensure that adequate maintenance resources are available to meet those requirements/costs."

It is important that City decision makers be aware of maintenance and operational cost implications of all capital improvements. This not only holds true for large improvements such as new parks or sports fields, but of smaller incremental improvements such as changing areas of lawn into shrub beds, or upgrading recreation facility standards. Capital improvements generate a one-time cost; operations and maintenance costs have a fiscal impact, continuing year after year. By understanding the fiscal impacts of capital improvements, the corresponding increase in yearly O&M budgets can be anticipated. While the reality may be that O&M money will not be available in advance of need, that is until the actual physical need is demonstrated (i.e., the improvement has been constructed, is in use, and has begun to overburden existing operating and maintenance staff), the required budget must be determined in advance, and preparation made to reduce the time of maintenance staff overload to an acceptable level.

MAINTENANCE LEVELS

What constitutes an "acceptable level" of maintenance is different in each community. The California Recreation and Parks Association (CRPA) is a state-wide association that, among other services, provides a variety of general guidelines, standards and definitions for the park and recreation industry in the State. The CRPA defines maintenance levels in three categories:

Level A - The highest level of maintenance, that should satisfy even the communities with extremely high expectations. The costs are almost double those of Level B.

Level B - A mid-range level of maintenance that is still well above the norm for most Cities.

Level C - An adequate level of maintenance for most cities.

Specific hour/dollar requirements for the tasks in each level shown below, can be found in the Technical Appendix.

Level A

1. Landscape Maintenance

A. Mowing	(Every 5 Days)
B. Edging	(Once per Week)
C. Litter Removal	(Twice per Day)
D. Planter Area	(Twice per Week)
E. Trees (safety)	(Twice per Month)
F. Irrigation work	(Once per Week)
G. Parking Areas	(Twice per Week)

2. Facilities Maintenance

A. Restrooms/Buildings	(Daily)
B. Play Equipment	(Twice per Week)
C. Sports Fields/Courts	(Twice per Week)
D. Lighting/Electrical	(Once per Week)

Level B

1. Landscape Maintenance

A. Mowing	(Every 7 Days)
B. Edging	(Every 7 Days)
C. Litter Removal	(Daily)
D. Planter Area	(Once per Week)
E. Trees (safety)	(Once per Month)
F. Irrigation work	(Twice per Month)
G. Parking Areas	(Once per Week)

2. Facilities Maintenance

A. Restrooms/Buildings	(Daily)
Clean and Sanitize	
B. Play Equipment	(Once per Week)
C. Sports Fields/Courts	(Once per Week)
D. Lighting/Electrical	(Twice per Month)

Level C

1. Landscape Maintenance

A. Mowing	(Twice per Month)
B. Edging	(Once per Month)
C. Litter Removal	(Twice per Month)
D. Planter Area	(Twice per Month)
E. Trees (safety)	(Every Two Months)
F. Irrigation work	(Once per Month)
G. Parking Areas	(Twice per Month)

2. Facilities Maintenance

A. Restrooms/Buildings	(Daily)
Clean and Sanitize	
B. Play Equipment	(Twice per Month)
C. Sports Fields/Courts	(Twice per Month)
D. Lighting/Electrical	(Once per Month)

Parks, Recreation and Human Services Element **PARK & RECREATION - Needs Assessment**

The City of Brea is currently maintaining parks and recreation facilities at a Level B. Standards for the City are included in the Recommendations Section. While Level B appears to be an adequate level of maintenance for neighborhood parks and casual-use areas, certain community facilities such as the Sports Complex, may require a level approaching Level A.

The cost to maintain parks and facilities at a Level B for fiscal year 1997-98 is \$10,015 per acre. This figure has been derived by dividing the amount of park acreage into costs such as labor, services, supplies and overhead. The City also uses a standard of maintaining parks at one worker for every 7 acres. To adequately maintain future parks and facilities at the current Level B standard, consideration must be given to both of these elements.

Parks in Brea and its SOI, not owned by the City are maintained by their respective owners. For example, the County Regional Parks are maintained by the County of Orange, and the State Regional Parks are maintained by the State of California. These parks are not necessarily maintained to the same Level B as are City parks.

There is a current need for the following:

- Two neighborhood parks: One located in Service Area 1 and another located in Service Area 15 (or in 16 with proximity and good pedestrian connection to Service Area 15).
- Additional neighborhood parks are needed commensurate with development and growth. One new neighborhood park should be provided in each neighborhood or at a minimum rate of one neighborhood park per 4,000-5,000 additional population.



The apparent need for 2025 includes:

- Additional new parks as necessary to total at least 2 neighborhood parks (depending on actual development patterns, more or fewer parks may be necessary).

RECOMMENDATIONS:

a. New Neighborhood Parks in Existing Neighborhoods

- (1) Acquire/Develop two parcels of land, each a minimum of 3 acres in size, for neighborhood parks in Service Area 1 and 15 (or in 1 and 16 with proximity and good pedestrian connection to Service Area 15).
- (2) Develop/Develop parks as neighborhood parks with the following guidelines and facilities (note: since these parks are in existing neighborhoods, the full program of facilities would include neighborhood level, in addition to facilities to be included:
 - a) There should be a balance between active and passive recreation uses. In general, active recreation facilities should consume about 30% of the park area.
 - b) Accessible active facilities include children's play equipment areas, sports areas, multi-use play areas and/or structured programmatic facilities such as sports fields, non-lighted basketball courts, minimum of two non-lighted (or well-lit), lighted tennis courts, non-lighted volleyball courts, basketball courts, recreation pav, and picnic grounds.

PARK AND RECREATION FACILITY RECOMMENDATIONS

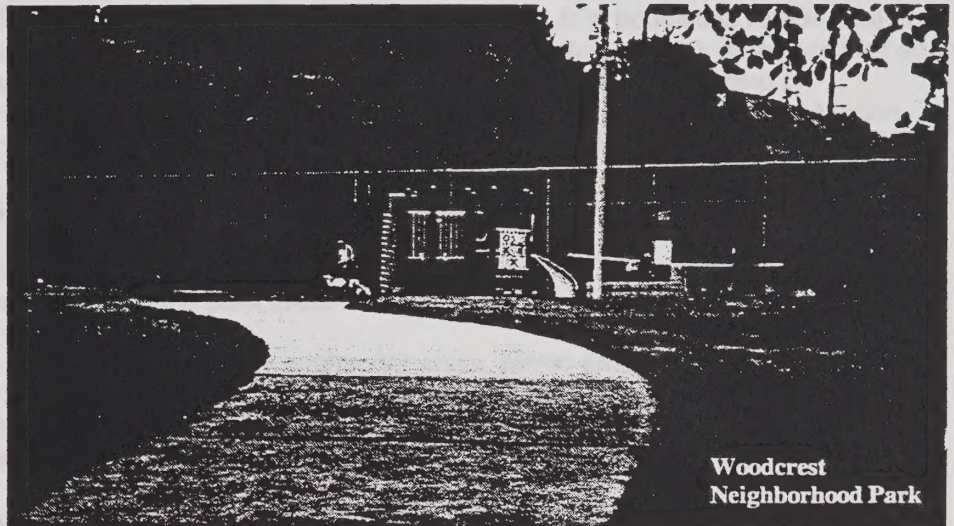
A. PARKS

1. NEIGHBORHOOD PARKS

There are 6 existing parks that can be classified as neighborhood parks: Tamarack Park, Country Hills Park, Greenbriar Park, Woodcrest Park, City Hall Park and Lagos de Moreno Park. Fanning Elementary School and Laurel Elementary School are also serving as neighborhood parks. Tamarack Park and, to some degree, Country Hills Park contain game-quality fields that are more appropriately located in community parks. Such uses detract from the "neighborhood" quality of the park, often tax available parking and increase traffic noise and congestion. Ideally, long term solutions will provide needed game fields in appropriate community parks so that these neighborhood parks will have only neighborhood scale uses in them. It should be noted that Woodcrest park is very small, and substandard for a neighborhood park.

There is a current need for the following:

- Two neighborhood parks: One located in Service Area 1 and another located in Service Area 15 (or in 19 with proximity and good pedestrian connection to Service Area 15).
- Additional neighborhood parks are needed commensurate with development and growth. One new neighborhood park should be provided in each neighborhood or at a minimum rate of one neighborhood park per 4,000-5,000 additional population.



The projected need for 2020 includes:

- Additional new parks as necessary to total at least 2 neighborhood parks (depending on actual development patterns, more or fewer parks may be necessary).

RECOMMENDATIONS:

a. New Neighborhood Parks in Existing Neighborhoods

- (1) **Acquisition:** Acquire two parcels of land, each a minimum of 5 acres in size, for neighborhood parks in Service Area 1 and 15 (or in 1 and 19 with proximity and good pedestrian connection to Service Area 15).
- (2) **Development:** Develop parcels as neighborhood parks with the following guidelines and facilities (note: since these parks are in existing neighborhoods, the final program of facilities should include neighborhood input in determining facilities to be included:
 - a) There should be a balance between active and passive recreation uses. In general, active recreation facilities should consume about 50% of the park area.
 - b) Acceptable active facilities include children's play equipment areas, picnic areas, open turf play areas (not for structured or programmed facilities such as sports fields), non-lighted basketball courts, maximum of two non-lighted (or well-shielded, lighted) tennis courts, non-lighted volleyball courts, shuffleboard courts, horseshoe pits, and par courses.

- c) Passive use facilities include trails, walks and pathways, picnic and sitting areas, and open space with landscaping and large-growing shade trees. Site furniture should include benches, picnic tables, shade structures, barbecues, drinking fountains, trash containers, bicycle racks and security lighting along paths.
- d) Parking should be kept minimal (in some cases, on-street parking is adequate), and restrooms, while acceptable, are not necessary. This class of park is intended to serve the local neighborhood and not encourage persons to travel to the park from outside the neighborhood.

(3) Maintenance:

- Increase parks maintenance
- Budget/personnel to accommodate two new neighborhood parks.

b. New Neighborhood Parks in New Development Areas

- (1) Acquisition: Acquisition of new parkland in developing areas should occur as a part of development. The City of Brea currently requires parkland or in-lieu fees at the rate of 5 acres per 1,000 population residing within new subdivisions. This requirement does not necessarily mean that a neighborhood park is required for each 1,000 population. Part of that acreage requirement is applied to community parks. Depending on neighborhood configuration, one neighborhood park is typically required for every 4,000-5,000 population. Two new parks have been identified in the development approval process: Olinda Heights and Birch Hills.

(2) Development: Develop parcels as neighborhood parks with the following guidelines and facilities:

- a) There should be a balance between active and passive recreation uses. In general, active recreation facilities should consume about 50% of the park area.
- b) Acceptable active facilities include children's play equipment areas, picnic areas, open turf play areas (not for structured or programmed facilities such as sports fields), non-lighted basketball courts, maximum of two non-lighted (or well-shielded, lighted) tennis courts, non-lighted volleyball courts, shuffleboard courts, horseshoe pits, and par courses.
- c) Passive use facilities include trails, walks and pathways, picnic and sitting areas, and open space with landscaping and large-growing shade trees. Site furniture should include benches, picnic tables, shade structures, barbecues, drinking fountains, trash containers, bicycle racks and security lighting along paths.
- d) Parking should be kept minimal (in some cases, on-street parking is adequate), and restrooms, while acceptable, are not necessary. This class of park is intended to serve the local neighborhood and not encourage persons to travel to the park from outside the neighborhood.

(3) Maintenance:

- a) Increase parks maintenance
- b) Budget/personnel to accommodate each new neighborhood park.

c. Improvements to Existing Neighborhood Parks

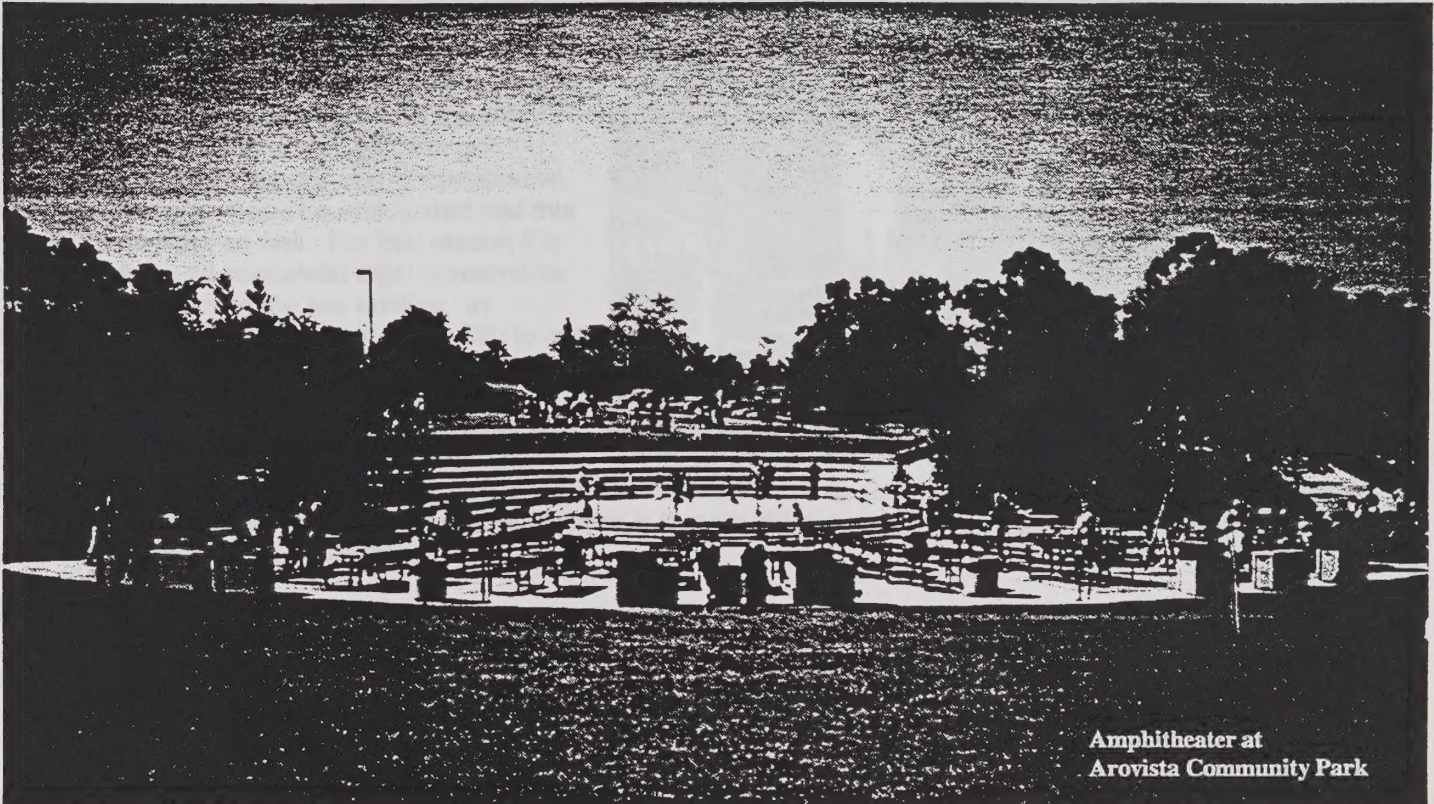
Tamarack Park and, to some degree, County Hills Park, have fields that are used for organized practice and games. Tamarack has game quality softball and soccer fields. County Hills has practice and game fields for baseball, softball and soccer, as well as a practice field for younger children. Particularly in the case of Tamarack Park, these organized sport uses detract from the park use as a neighborhood park.

- (1) Redevelopment: As new baseball, softball and soccer fields are provided in community parks and/or sports parks, those sports fields should be phased out of Tamarack and County Hills parks. They should be replaced with open-play lawn areas, walks and pathways, picnic and sitting areas, and open space with landscaping and large-growing shade trees.

- (2) *Maintenance:* Revise parks maintenance budget/personnel to accommodate the new uses. It is expected that maintenance cost should be reduced.

2. COMMUNITY PARKS

There are currently two community parks and five community recreation facility locations in Brea. The community parks are Arovista Park and Junior High Park. Community facility locations include City Hall Park (Brea Plunge), Senior Center, Pioneer Hall, Civic and Cultural Center, and Brea Community Center. Brea Olinda High School also provides community facilities.



**Amphitheater at
Arovista Community Park**

There is a current need for the following (which can be accommodated in either Community Parks or in a Sports Complex):

- 24-26 acres of community parkland to accommodate needed community recreation/sports facilities with support uses.
- An additional 10 acres or more of community parkland for casual park use.

The projected need for 2020 includes, in addition to the above (which can be accommodated in either Community Parks or in a Sports Complex):

- 55-60 acres of community parkland to accommodate needed community recreation/sports facilities with support uses.
- An additional 25 acres or more of community parkland for casual park use.

RECOMMENDATIONS:

a. New Community Parks

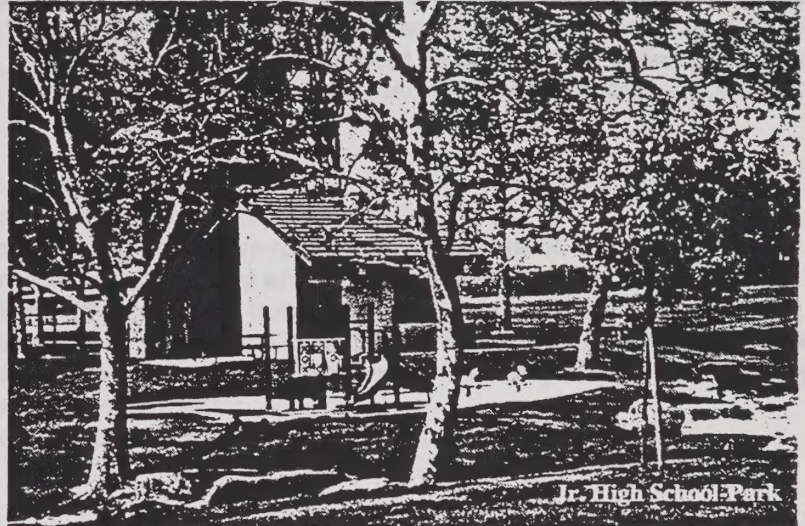
- (1) *Acquisition:* Acquire 36 acres of community parkland to meet current needs. Acquire an additional 55-60 acres of community parkland to accommodate future needs. It is recommended that community parkland be acquired as a Sports Complex. See Section D - Sports Complex, below for more information on acquisition.

(2) *Development*: The community parkland should be developed as a Sports Complex, as described in Section D, below.

(3) *Maintenance*: Increase parks maintenance budget/personnel to accommodate the new community parkland.

3. SCHOOL-PARKS

School-parks are an opportunity to share land, facility and maintenance costs. Although there is no measurable "need" for school-parks, they, together with recreation areas on school grounds, provide a significant amount of Brea's organized sports facilities and parkland. In most communities, relationships between the city parks department and school districts go through cooperative periods and uncooperative periods over time. It can be anticipated that this may occur in Brea as well. For that reason it is important that well-conceived legal agreements be executed between the two entities. In addition, it is in the best interest of the City to not become overly-dependent on school property and facilities. These are times of limited budgets for school capital improvements as well as for operations and maintenance. Recent classroom size requirements have forced many schools in California to add portable buildings which can displace recreation land and facilities. An additional concern is that the district may not have the financial capability to meet its part of the maintenance agreement.



The following recommendations are made in response to these concerns:

- a. **School-Park Use** - Continue to use existing school-parks and other school-owned recreation land and facilities. At the same time, work on reducing dependence on schools by accommodating recreation needs with parkland and facilities that are separate from the school district. Ideally, school-parks and other school property should be used to enhance the provision of recreation facilities; the City should not depend on school property to meet basic park needs.
- b. **Agreements** - Establish a City/school district Committee with representatives from the school district board, City Council and appropriate staff. The purpose of the committee will be to enhance communication between City and district, to educate each other on their respective operations, to review existing agreements between the City and school and to make appropriate revisions to the agreements. The Committee shall hold two or three successive workshops to accomplish drafting the new agreements, and then hold biannual meetings to continue an on-going dialogue.

4. SPORTS COMPLEX

There is a current need for the following:

- 36 acres of sports complex (in lieu of that amount of new community parks).

The projected need for 2020 includes, in addition to the above:

- 55-60 acres of sports complex.

RECOMMENDATIONS:**a. Sports Complex****(1) Acquisition:**

Acquisition will occur in a phased approach. Acquire a 20-acre Sports Complex site to accommodate many of the currently needed community facilities and their support uses. As soon as feasible acquire an additional 16 acres, ideally as an expansion of the first 20 acres. This total amount of land (36 acres) should accommodate all of the currently needed community facilities. Ideally, an additional 55-60 acres should be acquired (or option purchased) for phased expansion of the Sports Complex to meet future needs as they occur. Following are criteria for a Sports Complex site:

- **Size:** The site should accommodate a 20--80 acre sports complex.
- **Topography:** The site should be fairly level (generally 2-10% slope).
- **Location:** The site should be central to both existing and future residential development, and:
 - The site should not be within or immediately adjacent to an existing residential neighborhood.
 - The site should be located so that lighted fields will not negatively affect nearby residential areas.
 - The site should be located "adjacent or within reasonable proximity" to the Olinda Landfill as described in the Memorandum of Understanding Between the City of Brea and The County of Orange Regarding the Olinda/Olinda Alpha Landfill and its Amendments.
- **Access:** The site should have direct access (not require travel through existing or future residential neighborhoods) from a major arterial.

(2) Development:

The Sports Complex should be developed in phases, the first phase of 20 acres to meet part of the current needs, followed by an additional 16 acres to meet the remaining current needs and other phases as future needs dictate. The first phase sports complex should contain some of the following facilities which are currently needed (Note - This program of facilities should be refined at the time of project design through a process that includes input from the Little League, Soccer, Tennis, Adult and Youth Softball program providers, and adult/teen baseball providers):

b. Sports Facilities

- One Senior Little League/Adult League, lighted, game-quality baseball field. Flexible bases at 80 and 90 ft.
- One lighted, Major Little League, game-quality baseball field (Field size same as above to accommodate Senior-Little League or Adult tournaments as well as Major Little League).
- One lighted, multi-use field: minor Little League Baseball Field/adult, game-quality Softball Field.
- Four lighted, game-quality Soccer fields.
- Two lighted Soccer practice fields.
- Tennis Center with a minimum of eight lighted tennis courts, grouped together with shaded plaza or central seating area (A pro-shop should be considered with a scheduling counter).
- Possible location for needed gymnasium.

c. Support Facilities

- Two centrally located Concessions/Restroom Facilities.
- Multi-Purpose Building - Could include the gymnasium. Should have large and small meeting rooms, administrative office for scheduling facilities including tennis courts. Possible location for day care.
- Equipment Storage Areas, centrally located.
- Batting cages for softball and baseball (Screened from view).
- Ample accessible parking to support all uses.
- Two Children's Play Equipment Areas.
- Group and individual Picnic areas and Open Play Areas (3-5 acres).

d. Maintenance

- Increase parks maintenance
- Budget/personnel to accommodate the above facilities.

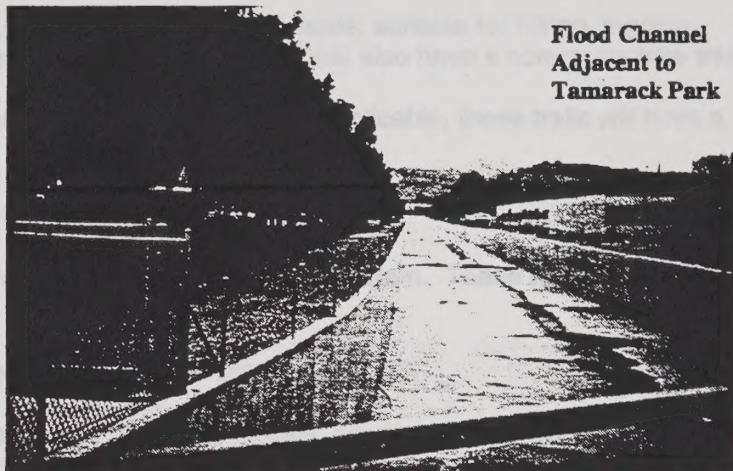
5. GREENWAYS/LINEAR PARKS

RECOMMENDATIONS:

- a. Acquisition and/or Use Easements:** The City must acquire the land, easements or use agreements on the necessary land to accommodate the following greenway linkages.

Type 1 Corridor Greenway Linkages include:

- Southern Pacific Railroad ROW from the west City boundary south of Palm Street to its intersection at Kraemer Boulevard south of Lambert Road.
- The Loftus Flood Channel ROW from the end of the railroad ROW at Kraemer Boulevard (above), to Surveyor Avenue.
- The Loftus Flood Channel ROW from the Southern Pacific Railroad ROW paralleling Associated Road to Imperial, and then crossing a parking lot to follow the flood channel to the 57 Freeway. The County of Orange is looking at a possible way to get under the Freeway to Craig Regional Park at this point.
- The large street ROW along the south side of Birch Street adjacent to Birch Hills Golf Course between Kraemer Boulevard to the extent of the golf course to the west.
- The large street ROW along the west side of Kraemer Boulevard between Birch Street and Northern Brea Union Plaza.
- The Flood Channel ROW from Birch Street and Imperial Highway between Valencia Avenue and Rose Drive.
- Flood Channel ROW from its intersection with Brea Boulevard to the north to Brea Municipal Golf Course to the south.
- Open Space corridors in SOI (to be developed concurrently with development in the area).



**Flood Channel
Adjacent to
Tamarack Park**

Type 2 Corridor Greenway Linkages include:

- Street ROW on the west side of Berry Street between Northwood Ave. and Central Avenue.
- The Street ROW on Central Avenue between Berry Street and Steel Drive.
- The large ROWs and utility corridors along Lambert Road and Carbon Canyon Road from Wildcat Way on the west to the City limits on the east.
- The large street ROWs along both sides of Imperial Highway between Kraemer Boulevard and Valencia Avenue and on the north side of Imperial Highway between Valencia Avenue and the City limits line to the East.
- The ROW connecting to the north end of the Flood Channel at Birch between Valencia Avenue and Rose Drive and paralleling Rose Drive to Spurr Circle and thence along that subdivision boundary west to the flood channel.
- The large street ROW along the East side of Valencia Avenue from Imperial Highway on the south to the Olinda Landfill Regional Park to the north.
- Various short segments of Type 2 Corridor Greenways as shown on the Park and Open Space System Plan.

Type 3 Corridor Greenway Linkages include:

- Puente Street between Lambert Road on the north and the Southern Pacific Railroad ROW on the south.

b. Development: Each of these greenways should be developed with the following facilities:

(1) Trails

Type 1 Corridors will have at a minimum a Multi-Purpose trail (County standards: suitable for hiking, jogging, horseback riding and mountain bike riding). Where possible these corridors will also have a commuter bike trail.

Type 2 Corridors will have at a minimum a wide pedestrian path. Wherever practicable, these trails will have a multi-purpose trail and/or commuter bicycle trail.

Type 3 Corridors will utilize existing sidewalks and Class II bike paths.

- **Rest stops** - Rest stops will be strategically located along the greenway system. These will range from minimal facilities to full staging areas:
 - *Minimal Facilities* with benches, picnic tables, and trash receptacles.
 - *Major Rest Stops* with benches, picnic tables, and trash receptacles, bicycle racks, hitching posts, and where feasible, drinking fountains and watering troughs.
 - *Staging Areas or Rest Stops* with automobile parking, horse trailer parking, corral facilities, as well as benches, picnic tables, and trash receptacles, bicycle racks, hitching posts, and where feasible, restrooms, drinking fountains and watering troughs (See Section IV-E - Staging Areas).
- **Landscaping** - The greenways will be landscaped as linear parks, with an emphasis on trees, particularly large-growing, canopy-type shade trees. Low maintenance, water conservative plantings are required.

c. Maintenance:

- Increase parks maintenance
- Budget/personnel to accommodate maintaining each segment of greenway parks built.

B. ORGANIZED RECREATION AND SPORTS FACILITIES

1. Baseball Fields

There is a current need for the following:

- Access to one (1) additional lighted Senior Little League / Adult League game-quality field with ability to install bases at 80 ft and 90 ft.
- Access to one (1) additional major Little League size field.
- Access to one (1) additional minor Little League size field.

The projected need for 2020 includes, in addition to the above:

- Additional (2) major Little League size fields.
- Additional (1) minor Little League size field.

RECOMMENDATIONS:

To Meet Current Needs:

- Provide one (1) lighted Senior Little League / Adult League game-quality field with ability to re-peg base line from 80 ft to 90 ft. Locate it in the Sports Complex.
- Provide (1) major Little League size field. Locate it in the Sports Complex.
- Provide (1) minor Little League/softball size field. Locate it in the Sports Complex - multi-use with Adult Softball.

To Meet Future Needs:

- Provide one (2) additional major Little League size fields. Locate them in expansion of Sports Complex.
- Provide one (1) additional minor Little League size field. Locate it in expansion of Sports Complex.

2. Basketball Courts

There is a current need for the following:

- Two (2) indoor courts.

The projected need for 2020 includes, in addition to the above:

- One (1) additional indoor organized youth-play court.
- One (1) additional indoor organized adult-play court.

RECOMMENDATIONS:

To Meet Current Needs:

- Provide two (2) indoor basketball courts as part of new gymnasium.

To Meet Future Needs:

- Provide one (1) additional indoor organized youth-play court.
- Provide one (1) additional indoor organized adult-play court.

3. Football Fields

There is a current need for the following:

- One (1) practice football field (lighted) needed.
- No additional game-quality field warranted.

The projected need for 2020 includes, in addition to the above:

- One (1) additional game quality field.

RECOMMENDATIONS:

To Meet Current Needs:

- Provide one lighted practice field (multi-use with soccer in sports complex).

To Meet Future Needs:

- Provide one (1) additional game quality field. Locate in second or expanded Sports Complex.

4. Gymnasiums*There is a current need for the following:*

- One (1) gymnasium set up for multi-use for basketball, volleyball and indoor soccer.

The projected need for 2020 includes, in addition to the above:

- One (1) to two (2) additional gymnasiums.

RECOMMENDATIONS:*To Meet Current Needs:*

- Provide one (1) gymnasium set up for multi-use for basketball, volley ball and indoor soccer. Possible location at Sports Complex.

To Meet Future Needs:

- Provide one (1) to two (2) additional gymnasiums.

5. Rollerblade Hockey Rink*There is a current need for the following:*

- No game rinks warranted. One additional rink for practice and pick-up games needed.
- The projected need for 2020 cannot be determined

RECOMMENDATIONS:

- Provide one (1) practice roller-blade hockey rink.

6. Soccer Fields*There is a current need for the following:*

- Access to four (4) additional lighted game fields.
- Access to two (2) additional lighted practice fields.

The projected need for 2020 includes, in addition to the above:

- Five (5) additional game quality fields.
- Four (4) additional lighted practice fields.
- Four (4) additional non-lighted practice fields.

RECOMMENDATIONS:*To Meet Current Needs:*

- Provide four (4) additional game fields. Locate in new Sports Complex.
- Provide two (2) additional lighted practice fields. Locate in new Sports Complex.

To Meet Future Needs:

- Provide five (5) additional game quality fields. Locate in second or expanded Sports Complex.
- Provide four (4) additional lighted practice fields. Locate in second or expanded Sports Complex.
- Provide four (4) additional non-lighted practice fields. Locate in second or expanded Sports Complex.

7. Softball Fields*There is a current need for the following:*

- Access to one (1) additional adult/youth game-quality softball field (lighted).

The projected need for 2020 includes, in addition to the above:

- Two (2) additional youth game-quality softball fields.

- Two (2) additional adult game-quality softball fields.

RECOMMENDATIONS:

To Meet Current Needs:

- Provide one (1) adult game-quality softball field. Locate in new Sports Complex.

To Meet Future Needs:

- Provide four (4) additional game-quality softball fields, capable of accommodating both adult and youth use. Locate in second or expanded Sports Complex.

8. Swimming Pools (Competition)

There is a current need for the following:

- Maximize the utilization off existing swimming facilities
- One (1) competition 50 meter pool.

The projected need for 2020 includes, in addition to the above:

- No additional pools warranted.

RECOMMENDATIONS:

- Provide one 50 meter pool and building with showers, changing rooms, administrative office, meeting room and equipment room. Locate on acquired land for this purpose or possibly on Sports Complex land.

9. Tennis Courts

There is a current need for the following:

- Six (6) to eight (8) additional lighted courts.

The projected need for 2020 includes, in addition to the above:

- An additional four (4) lighted courts.

RECOMMENDATIONS:

To Meet Current Needs:

- Provide eight (8) lighted tennis courts. Provide as a Tennis Center in the new Sports Complex

To Meet Future Needs:

- Provide additional four (4) lighted courts. Locate in expansion of Sports Complex.

10. Volleyball Courts

There is a current need for the following:

- One (1) additional indoor court.

The projected need for 2020 includes, in addition to the above:

- An additional two (2) indoor courts.

RECOMMENDATIONS:

To Meet Current Needs:

- Provide one (1) indoor volleyball court. Locate in new gymnasium

To Meet Future Needs:

- Provide additional two (2) indoor volleyball courts. Locate in second new gymnasium

C. RECREATION FACILITIES FOR CASUAL USE**1. Children's Play Equipment Areas**

There is a current need for the following:

- Five (5) rebuilt or replaced play equipment areas on school sites.

The projected need for 2020 includes:

- An additional eight (8) re-built or replaced play equipment areas on either school sites or in new neighborhood parks.

RECOMMENDATIONS:**To Meet Current Needs**

- Replace or rebuild five (5) play equipment areas on existing school sites. To be accomplished in concert with the school district under new agreement between the City and school district and coordinated with the District Master Plan.

To Meet Future Needs:

- Rebuild, replace or build eight (8) new play equipment areas on either existing school sites or in new neighborhood parks.

2. Lawn - Open Play and Other Casual Use Areas

There is a current need for the following:

- Casual use areas developed, enhanced or expanded at most existing neighborhood parks.
- All new neighborhood and community parks should include substantial casual use areas.

The projected need for 2020 includes, in addition to the above:

- Additional development of casual-use areas in new parks and development of casual use areas in open space in the SOI.

RECOMMENDATIONS:

- As active use sports facilities are provided in the sports complex and community parks and facility sites. Therefore, these active use areas should be reserved for unorganized uses.

3. Picnic Areas

There is a current need for the following:

- Picnic table areas and group picnic shelters as part of development of casual use areas in existing neighborhood parks (see above), and in new neighborhood and community parks (including sports complexes).

The projected need for 2020 includes, in addition to the above:

- Picnic table areas and picnic shelters as part of development of new parks and casual use areas in open space in the SOI.

RECOMMENDATIONS:

- Include picnic table areas and picnic shelters as part of development of casual use areas in existing neighborhood parks, and in new neighborhood and community parks (including sports complexes).

4. Band Shell

There is a current need for the following:

- One band shell

RECOMMENDATIONS:

- Provide a band shell at an existing Community Park.

5. Rollerblade / Skateboard Park

There is a current need for the following:

- One skateboard/rollerblade facility.

RECOMMENDATIONS:

- Provide a skateboard/rollerblade facility at one of the neighborhood parks or as part of development of the new Sports Complex.

D. RIDING AND HIKING TRAILS

For location of the following trails see: The Riding and Hiking Master Plan. That exhibit has the following implementation caveats:

Location - All trail locations shown on the Riding and Hiking Master Plan are approximate. Final trail locations shall be surveyed and mapped at the time of acquisition and development.

Alignments - Trail alignments and trail staging areas shall be established at the time of filing for a discretionary or building permit. All trails shall follow the approximate alignments shown on the Riding and Hiking Master Plan, or they may be aligned in a manner to meet the purpose and intent of this master plan.

Local trails and related facilities may be provided in addition to those shown on the Riding and Hiking Master Plan. Such additional trails and facilities should be closely integrated with the required trail system and should be linked to it.

RECOMMENDATIONS:

This Master Plan of Parks, Recreation, Open Space and Human Services recommends the use of a multi-purpose trail, but with two exceptions: first, paved commuter bike trails (classes I and II) will be assessed separately; and second, jogging trails used for fitness will be assessed separately. Trails are identified in three general categories: Regional Trails, Community Trails and Local Trails.

Regional Trails : These are service trails which are included in the Orange County Master Plan of Hiking and Riding Trails. Service vehicles could use these trails, if necessary. Regional Trails double as major links in Brea's trail system. These are all multi-use trails suitable for hiking, mountain biking and horseback riding.

Community Trails: These are multi-use trails which are either a service road, a railroad right-of-way, a flood channel right-of-way, or adjacent to a street right-of-way. These trails are paved and unpaved and some can be used for either commuter or recreational bicycle riding. They can also be used by equestrians and hikers. Some of these trails are in an urban setting while others are in open space areas.

Local Trails: These are public trails that serve a local purpose. The trails are usually short and may connect to the major and regional trails. The trails could be dedicated to a single use such as hiking or riding.

The City of Brea shall follow the design standards in the County of Orange Regional Riding and Hiking Trails Design Manual (November 5, 1991 or as updated). The manual shall become a component of the General Plan Parks and Recreation Element. These are minimal standards. Specific trails may not be able to follow these design standards due to location and/or safety standards. All new trail locations should be reviewed and approved by the Parks, Recreation and Human Services Commission and/or the Planning Commission.

1. Jogging Paths

There is a current need for the following:

- Provide 2.5 miles of jogging path for fitness/recreation, to be provided in new community parks and/or existing regional parks.

The projected need for 2020 includes, in addition to the above:

- Provide 2 miles of jogging path for fitness/recreation, to be provided in new community parks, open space areas and/or regional parks.

RECOMMENDATIONS:

- Provide 2.5 miles of jogging path for fitness/recreation, to be provided as part of the next neighborhood park and 2 miles of jogging path for fitness/recreation, to be provided as part of the second new neighborhood park - or provide for 4.5 miles of jogging path in a sports complex.

2. Hiking/Walking/Riding Trails

There is a current need for the following:

- Specific segments of trail totaling 7.9 miles

The projected need for 2020 includes, in addition to the above:

- Specific trail segments totaling 35.3 miles (most of these trails will be developed as part of residential development in the SOI):

RECOMMENDATIONS:

Trail segments shall be installed with the following priorities:

First priority shall be given to acquisition of Rights-of-Way (ROW) or easements for Regional Trails or Community Trails which provide commuter bicycling facilities and are integrated into a greenway park.

Second priority shall be given to Regional or Commuter trails which serve to fill missing links in established trail loops or otherwise complete major elements of the system. New developments will complete trail links within their development boundaries. Therefore, it is recommended that the following trails shall be acquired, developed and maintained in this sequence:

Trails to be built now (as budget allows):

- Brea Trail (on the Southern Pacific ROW).
- Brea Canyon Channel Trail (New).
- El Cajon Trail (Connecting an existing trail in the City of Placentia with the Fullerton Trail and Carbon Canyon Trail).
- Fullerton Trail.
- Walter Johnson Trail.

a. Acquisition: Acquire rights-of-way and easements for the above trails. Specifically:

- (1) Brea Trail - Work with Southern Pacific Railroad to acquire their easement for trails and linear parks.
- (2) Brea Canyon Channel - Work with the Orange County Flood Control District to acquire trail and linear park use easement along the channel.
- (3) El Cajon Trail - Work with the Corps of Engineers to acquire use easements for the trail and linear park along the outlet channel from the Carbon Canyon Dam.
- (4) Fullerton Trail - Work with property owners including Orange County Flood Control District for the trail along the Loftus Flood Control Channel, property owners along the west side of Surveyor Avenue to Nasa Street and on the north side of Surveyor to Valencia Avenue and the Department of Water and Power for trail use easement along their easement.
- (5) Walter Johnson Trail - This easement is part of the Olinda Heights Specific Plan.

b. Development:

Develop all of the above trails as budget allows. The Walter Johnson Trail will be developed as part of the build-out of the Olinda Heights Specific Plan. The other trails will have to be financed through the City of Brea, with possible development grants.

c. Maintenance:

Establish a volunteer trail maintenance program through contacts with hiking, biking and equestrian groups. Increase parks maintenance budget/personnel to fill in the remaining maintenance needs on the trails.

Trails to be built as part of future development:

- Chino Hills Trail
- Telegraph Canyon Trail
- Diamond Bar Trail
- Oil Patch Loop Trail
- Valencia Trail
- Carbon Canyon Trail
- Olinda Trail
- Sonome Canyon Trail
- Tres Hermanos Trail
- Tonner Creek Trail
- Tonner Ridge Trail

3. Commuter Bicycle Trails

Since these Class I and Class II bike paths are funded through Transportation and found in the Circulation Element of the General Plan, the needs analysis for these trails will not be covered in this master plan.

4. Equestrian Trails

Equestrians will use the multi-purpose Hiking/Walking/Riding Trails. Horseback riders in Brea have indicated they need some trail connections from existing trails through parts of Brea. Equestrian organization input indicated the need for links be made from the Fullerton Trail at Craig Regional Park through to Carbon Canyon Regional Park. Current and future needs for equestrian trails are included in the needs for Hiking/Walking/Riding Trails.

5. Staging Areas**RECOMMENDATIONS:**

Staging areas - Trail heads that include amenities for hikers, bicyclists and equestrians to prepare for, start and return from hikes and walks shall be located strategically throughout the City of Brea's trail system. These staging areas should include the following facilities:

- Identification Signs, Directions Signs, and Maps.
- Marked parking stalls to accommodate horse trailers.
- Water for horses.
- Water for hikers and riders.
- Hitching Posts.
- Picnic Tables.
- Shade Trees.
- Rest Rooms where feasible.

The nine specific staging areas shall be built out in conjunction with related trail segments. The needed staging areas are as follows:

a. Carbon Canyon Regional Park Staging Area (1)

This staging area is located at the east end of the park near the entrance on Carbon Canyon Road. This is an existing staging area.

b. Stable Staging Area (2)

This proposed staging area is to be located across from the Carbon Canyon Regional Park in the general area of the existing horse stables. Special consideration will need to be given by the landowners.

c. Rose Drive Staging Area (3)

This proposed staging area is to be located at the bikeway entrance to Carbon Canyon Regional Park on Rose Drive. Special consideration will need to be given to this staging area by the Army Corps of Engineers.

d. Wildcat Way Staging Area (4)

This proposed staging area is located across from the Brea Olinda High School on Wildcat Way. Special consideration will need to be given by the landowners.

e. Berry Street Staging Area (5)

This proposed staging area is located close to the northeast corner of Berry Street and Northwood Avenue. Special consideration will need to be given by the landowners.

f. Landfill Regional Park Staging Area (6)

This proposed staging area is to be located in the new Landfill Regional Park. Special consideration will need to be given by the County of Orange Department of Harbors, Beaches and Parks.

g. Railroad/Berry Street Staging Area (7)

This proposed staging area is to be located along the southern side of the Southern Pacific Railroad tracks on Mercury Lane and Berry Street. Special consideration will have to be given by the landowners.

h. Olinda Staging Area (8)

This proposed staging area is to be located at the beginning of the proposed Olinda Trail on the north side of Carbon Canyon Road. Special consideration will need to be given by the landowners.

i. Brea Canyon Road Staging Area (9)

This proposed staging area is to be located on the west side of Brea Canyon Road at the junction of Canyon Country Road. Special consideration will need to be given by the landowners.

E. INDIVIDUAL PARK & SCHOOL RECOMMENDATIONS

1. CITY PARKS

AROVISTA PARK

Improvements needed at this park include:

- a. Install drip-irrigation on Jubilee Grove
- b. Repair drainage at two baseball/football fields
- c. Remove and replace parking lot: Additional lighting, additional spaces, shade trees
- d. Install Drainage at Phase II Amphitheater

BREA JR. HIGH PARK

Improvements needed at this park include:

- a. Repair drainage on softball/soccer field #4
- b. Renovate lawn on softball/soccer fields #5, #6
- c. Improve security at concession/restroom building
- d. Add drinking fountains at various locations
- e. Add a service road to and from concession/restroom area

COUNTRY HILLS PARK

Improvements needed at this park include:

- a. Repair drainage on softball fields #2 and #3
- b. Upgrade security lighting

CITY HALL PARK

Improvements needed at this park include:

- a. Upgrade security lighting

GREENBRIAR PARK

Improvements needed at this park include:

- a. Install new play equipment to meet ADA Standards
- b. Install access road to restroom

TAMARACK PARK

Improvements needed at this park include:

- a. Make restrooms ADA accessible
- b. Improve field drainage

WOODCREST PARK

Improvements needed at this park include:

- a. Install drinking fountain

2. SCHOOL PARKS**AROVISTA ELEMENTARY SCHOOL/PARK**

Improvements needed at this park include:

- a. Replace all play equipment with (or add) new play equipment area
- b. Renovate lawn and repair drainage on softball fields #1, #2, #3

FANNING ELEMENTARY SCHOOL/PARK

Improvements needed at this park include:

- a. Renovate lawn and repair drainage on softball/soccer fields #1, #2, #3

LAUREL ELEMENTARY SCHOOL/PARK

Improvements needed at this park include:

- a. Replace Play Equipment areas #2, #4
- b. Renovate lawn and repair drainage on two multi-purpose fields

3. SCHOOLS

MARIPOSA ELEMENTARY SCHOOL

Improvements needed at this school include:

- a. Renovate lawn and repair drainage on all fields
- b. Replace Play Equipment with (or add) new play equipment area

FANNING ELEMENTARY SCHOOL

Improvements needed at this school include:

- a. Renovate lawn and repair drainage on all fields

BREA OLINDA HIGH SCHOOL

Improvements needed at this school include:

- a. Repair drainage on Varsity and Jr. Varsity fields
- b. Add lights to tennis courts

OLINDA ELEMENTARY SCHOOL

Improvements needed at this school include:

- a. Replace all play equipment with (or add) a new play equipment area
- b. Renovate tennis court finish and install new fence

F. OPERATIONS AND MAINTENANCE RECOMMENDATIONS

1. BUDGETING

Prior to approval of development of any park or recreation facilities, estimate the operations and maintenance costs and resources for that park or facility. General Cost guidelines can be found in the Technical Appendix.

Prior to approval of development of any park or recreation facilities, determine source for the operation and maintenance money and resources estimated above, and ensure that they will be available when the park or facility begins operation.

Before initiating any physical changes in parks and recreation facilities, changing standards for sports facilities, or establishing new policies that physically affect parks and recreation facilities, estimate the additional (or reduction in) operations and maintenance costs of that change. Ensure that the estimated money or resources will be available for that additional operations or maintenance prior to initiating the change.

2. PARKS

Avoid small and fragmented parcels of parkland. No neighborhood park shall be smaller than five acres in size.

3. MAINTENANCE STANDARDS

The following Maintenance Standards (Level B) are recommended for all parks and recreation facilities. When the new sports complex is completed and has been in operation for a season, maintenance should be monitored to determine if it is necessary to increase maintenance to an A level for some or all of the facilities.

a. Landscape Maintenance

(1) Mowing

- a) During the warm season (April to November) all turf areas shall be mowed weekly. During the cool season (December to March) all turf areas shall be mowed no less than every two weeks.
- b) Mowing shall be performed in a manner that ensures a smooth surface appearance without scalping, tearing, or leaving tire impressions.
- c) Any visible grass clippings created shall be removed from the turf surface and any adjacent hardscape areas no later than the same day.

(2) Edging

- a) All turf grass borders shall be neatly edged or trimmed no less than every two weeks.
- b) Edging shall be performed around trees, sprinklers, valve boxes, backflow devices and other obstacles as well as along fence lines.
- c) All clippings created by edging shall be removed from hardscape surfaces no later than the same day.

(3) Litter Removal

- a) Prior to mowing, all glass, paper and other debris shall be removed from turf areas.
- b) All litter and debris on or around park facilities shall be removed on a daily basis.
- c) Garbage cans with bags are to be supplied in areas throughout the parks for collecting trash. These bags are to be removed and replaced as needed weekly.
- d) A "greenwaste" dumpster is available for any landscape trimmings produced or collected from park areas. A regular dumpster is available at each park site for dumping regular trash.

(4) Planter Areas

- a) Shrubs and ground covering plant material shall be trimmed at a frequency adequate to ensure a neat, clean appearance and to avoid obstruction of paths and walkways.
- b) Weeds and unwanted plant materials shall be removed from planter areas before they become unsightly.
- c) Areas worn bare or containing dead plants are to be replanted with the same or similar plant material as soon as possible. When possible steps shall be taken to alleviate the source of damage to planter areas.

(5) Trees

- a) Trees growing in and around park areas shall be trained to grow a canopy that provides shade to park users where possible.
- b) Any tree-related conditions determined to be unsafe are to be eliminated as they are discovered.

(6) Irrigation Systems

- a) Irrigation controllers shall be programmed so that they do not cause excess moisture on the grass areas or playing surfaces during normal park usage.
- b) The products and workmanship used to repair, replace or add to irrigation systems shall be of a professional commercial quality.
- c) Irrigation repairs are to begin and proceed quickly so as to limit the amount of time fields are closed.

(7) Parking Areas

- a) Parking areas will be blown off and cleared of debris weekly.
- b) The asphalt in parking areas will be treated with a slurry seal product approximately every seven years and have the stripes re-painted approximately every year.

b. Facility Maintenance

(1) Restroom Maintenance

- a) All restroom facilities are to be professionally cleaned daily to promote a healthy, safe environment for park users. This includes removing graffiti from walls, fixtures, the ground, etc.
- b) All restroom facilities must be able to be locked at night to avoid misuse of the facilities.
- c) Any damaged or non-functioning equipment is to be repaired or replaced as soon as possible. Any available temporary measures shall be put in place during down-time.
- d) All restrooms and other parks buildings will be painted as needed to maintain a clean, well maintained appearance.

(2) Play Equipment

- a) All play equipment shall be inspected for safety concerns on a weekly basis. Any safety concerns will be addressed immediately. If repairs cannot begin the day the problem is discovered, the equipment shall be removed or made inaccessible until the repairs or replacement can take place.
- b) All playground surfaces and athletic courts shall be maintained weekly to ensure a safe, clean environment for all park users. This shall involve removing litter and debris from court surfaces, raking sand areas, and all other maintenance tasks necessary to keep play surfaces safe.

- c) All sports equipment shall be maintained to provide safe conditions for park users. Basketball backboards, baseball backstops, tennis and volleyball nets shall be maintained and repaired as necessary.

(3) Sports Field Maintenance

- a) All sports fields shall be maintained to provide as smooth and safe conditions as possible.
- b) Baseball infields will be watered down, dragged and maintained weekly in additions to any work user groups may perform.
- c) Turf areas will be renovated during a yearly closure period lasting no less than 30 days per year. Additional maintenance work will be performed as necessary and when fields can be made available for maintenance work.

(4) Lighting/Electrical Systems

- a) All security and other such lighting will be checked and maintained regularly.
- b) All electrical systems and facilities will be checked and maintained on a regular basis.

Parks and Recreation Facilities Recommendations List

Priorities	Main Categories	Action Steps	Year			
			'98	'99	'00	'05
1 2 14	Sports Complex	- Acquisition of 20-36 acres for Sports Complex - Phase I - Development of Phase I Sports Complex - Acquisition of 55-60 acres of additional land for future sports complex - Phase II	98	99		05
3 3 4 4 5 5	Neighborhood Parks	New Parks in Neighborhood - Acquire new neighborhood parkland as part of development (one per 3,000-5,000 populations) - Develop each as neighborhood parks Improvements to Existing Neighborhood Parks and School Parks - Make needed improvements and additions to neighborhood parks and school parks - ongoing - As new baseball, softball, and soccer fields are provided in the sports complex, these organized uses should be moved out of Tamarack and Country Hills parks - ongoing New Parks in Existing Neighborhoods - Acquire two, 5-acre parcels of land in (a) Service Area 1 (b) Service Area 15 - Develop the parcels as neighborhood parks	98 98 ** ** **			05 05 05 05
6	Greenways and Linear Parks	Type 1 Corridor Acquisition of right-of-ways for the following selected linear parks: (a) Southern Pacific Railroad right-of-ways from the west City boundary near Lambert Road to its intersection at Kraemer Boulevard (b) The Loftus Flood Control Channel right-of-way from the end of the railroad right-of-way at Kraemer Boulevard to Surveyor Avenue (c) The Loftus Flood Control Channel right-of-way from the Southern Pacific Railroad right-of-way paralleling Associated Road to Imperial, and then crossing a parking lot to follow the flood channel to the SR-57 Freeway to Craig Regional Park at this point. (d) Flood Control Channel right-of-way from its intersection with Brea Boulevard on the north to Brea Municipal Golf Course on the south (e) Open Space corridors in the Sphere of Influence (to be developed concurrently with development in the area) - D¹ The large street right-of-way along the south side of Birch Street adjacent to Birch Hills. - D¹ The large street right-of-way along the west side of Kraemer Boulevard between Birch Street and Imperial Highway - D¹ The large street right-of-way along the north side of Imperial Highway between Kraemer Boulevard and the west property line of the Birch Hills Golf Course - D¹ The Flood Channel right-of-way from Birch Street and the Imperial Highway between Valencia Avenue and Rose Drive.	* * * * * * * * *			
6		Type 2 Corridor (a) The street right-of-way on the west side of Berry Street between Northwood and Central Avenues. (b) The street right-of-way on Central Avenue between Berry Street and Steel Drive - D¹ The street right-of-way along Puente Street between Central Avenue and Lambert Road - D¹ The street right-of-way along the west side of Wildcat Way between the City boundary to the	* * *			

Priorities	Main Categories	Action Steps	Year			
			'98	'99	'00	'05
		north and Lambert Road on the south, and along Lambert Road from Wildcat Way to the SR-57 Freeway	*			
		D ¹ The large right-of-way and utility corridors along Lambert and Carbon Canyon roads from Wildcat Way on the west to the City limits on the east	*			
		D ¹ The large street right-of-way along both sides of Imperial Highway between Kraemer Boulevard and Valencia Avenue and on the north side of Imperial Highway between Valencia Avenue to the City limits line on the east	*			
		(c) The right-of-way connecting to the north end of the flood control channel at Birch Street between Valencia Avenue and Rose Drive and paralleling rose Drive to Spurr Circle and thence along that subdivision boundary west to the flood control channel				
		(d) Various short segments of Type 2 corridor greenways as shown on the Park and Open Space System Plan Map	*			
6		Type 3 Corridor				
		1. D ¹ Elm Street between Brea Boulevard and State College Boulevard and Craig Regional Park	*			
		D ¹ Puente Street between Lambert road on the north and the Southern Pacific Railroad right-of-way on the south	*			
		2. Development of Selected Linear Parks as listed above.	*			
2	Organized Sports Facilities	Soccer Fields				
		1. Provide 2 lighted game fields in the Sports Complex		99		
		2. Provide 4 game fields in the Sports Complex		99		
2		Baseball Fields				
		1. Provide 1 lighted Senior Little League/Adult League game quality field in the Sports Complex		99		
		2. Provide 1 Major Little League field in the Sports Complex		99		
		3. Provide 1 Minor Little League field in the Sports Complex - combine with adult softball		99		
		Softball Fields				
2		1. Provide 2 lighted adult/youth game quality softball fields in the Sports Complex		99		
		Tennis Courts				
2		1. Provide 8 lighted tennis courts in the Sports Complex as a Tennis Center		99		
		Football Fields				
2		1. Provide 1 lighted practice football field in the Sports Complex - share it with soccer		99		
		Basketball Courts				
10		1. Provide 2 indoor courts as part of new gymnasium		99		
		Volleyball Courts				
10		1. Provide 1 indoor volleyball court in the new gymnasium		99		
		Gymnasium				
10		1. Provide 1 gymnasium for multi-use for basketball, volleyball, and indoor soccer.				05
		Swimming Pools				
11		1. Provide one 50-meter competition pool				05
		Rollerblade Hockey Rink				
2		1. Provide 1 practice/informal pick-up game rink		99		

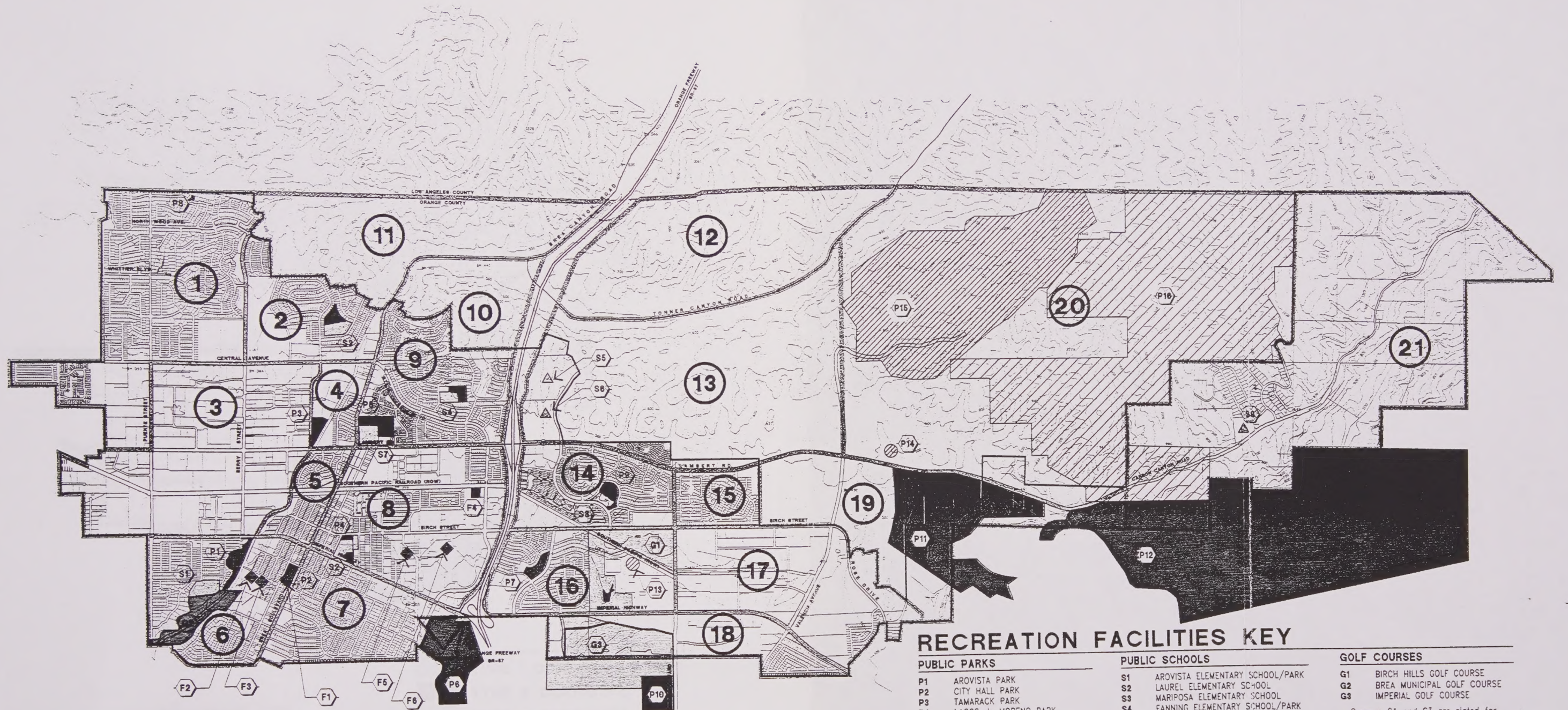
Parks and Recreation Facilities Recommendations List

Priorities	Main Categories	Action Steps	Year			
			'98	'99	'00	'05
3	Recreation Facilities for Casual Use	Lawn Open Play/Casual Use Areas	**			
		1. Develop, enhance, or expand casual use areas at most existing neighborhood parks	**			
		2. Plan substantial casual use areas in neighborhood and community parks	**			
3		Children's Play Equipment Area	**			
		1. Replace or rebuild 5 play equipment areas on existing neighborhood parks and school parks				
6		Jogging Trails	*			
		1. Provide 2.5 miles of jogging path in new neighborhood parks and/or Sports Complex			00	
7		Hiking/Walking/Riding Trails				
		1. Acquire right-of-ways and easements for the following trails:			00	
		(a) Brea Trail			00	
		(b) Brea Canyon Channel Trail			00	
		(c) El Cajon Trail			00	
		(d) Fullerton Trail			00	
		(e) Walter Johnson Trail				
8		2. Develop the trails as listed above				
9		Staging Areas Acquisition				
		1. Acquire land for the following staging areas in conjunction with related trails segments:	*			
		(a) Railroad/Berry Street Staging Area	*			
		(b) Brea Canyon Road Staging Area	*			
		(c) Rose Drive Staging Area	*			
		(d) Carbon Canyon Regional Park Staging Area	*			
		(e) Stable Staging Area	*			
		(f) Wildcat Way Staging Area	*			
		(g) Olinda Staging Area	*			
		(h) Berry Street Staging Area	*			
		Staging Areas Development				
10		1. Develop the staging areas listed above	*			
		Skate Park				
2		1. Provide 1 skateboard/rollerblade facility in the new Sports Complex	*			
		Dog Park				
13		1. Evaluate and consider facility need, interest, and location in 2005				05

* Implement plan in 1998 and as development occurs.

** Ongoing

Dⁱ City owns sidewalk



——— CITY LIMITS LINE
 - - - CITY SPHERE OF INFLUENCE BOUNDARY
 ② SERVICE AREA NUMBERS
 SERVICE AREA BOUNDARIES

LEGEND

● OR ■ EXISTING PARK SITES
 ○ OR ▨ FUTURE PARK SITES
 △ OR ▩ EXISTING SCHOOL SITES
 ▨ OR ■ GOLF COURSES
 ◆ PUBLIC FACILITIES
 P1 FACILITY CALL-OUT
 GOLF COURSE SITES SLATED FOR FUTURE HOUSING OR COMMERCIAL DEVELOPMENT

RECREATION FACILITIES KEY

PUBLIC PARKS

P1 AROVISTA PARK
 P2 CITY HALL PARK
 P3 TAMARACK PARK
 P4 LAGOS de MORENO PARK
 P5 BREA JR. HIGH PARK
 P6 CRAIG REGIONAL PARK
 P7 GREENBRIAR PARK
 P8 WOODCREST PARK
 P9 COUNTRY HILLS PARK
 P10 TRI-CITY PARK
 P11 CARBON CANYON REGIONAL PARK
 P12 CHINO HILLS STATE PARK
 P13 BIRCH HILLS PARK (FUTURE)
 P14 OLINDA HEIGHTS PARK (FUTURE)
 P15 FUTURE REGIONAL PARK
 P16 NEW ADDITION TO CHINO HILLS STATE PARK

PUBLIC SCHOOLS

S1 AROVISTA ELEMENTARY SCHOOL/PARK
 S2 LAUREL ELEMENTARY SCHOOL
 S3 MARIPOSA ELEMENTARY SCHOOL
 S4 FANNING ELEMENTARY SCHOOL/PARK
 S5 BREA OLINDA HIGH SCHOOL
 S6 BREA CANYON HIGH SCHOOL
 S7 BREA JUNIOR HIGH SCHOOL
 S8 COUNTRY HILLS ELEMENTARY SCHOOL
 S9 OLINDA ELEMENTARY SCHOOL

GOLF COURSES

G1 BIRCH HILLS GOLF COURSE
 G2 BREA MUNICIPAL GOLF COURSE
 G3 IMPERIAL GOLF COURSE

Courses G1 and G3 are slated for future residential development.

OTHER PUBLIC FACILITIES

F1 BREA PLUNGE - SWIM CENTER
 F2 BREA SENIOR CENTER
 F3 PIONEER HALL
 F4 LOWE FIELD - BASEBALL FIELD
 F5 BREA COMMUNITY CENTER
 F6 BREA CIVIC CENTER

THIS MAP IS INTENDED TO GRAPHICALLY ILLUSTRATE THE APPROXIMATE LOCATION AND EXTENT OF THE SUBJECT INFORMATION. IT IS INTENDED FOR USE AS A MASTER PLANNING TOOL TO BE USED ONLY IN CONJUNCTION WITH THE CITY OF BREA MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES.

SOURCE: BREA MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, & HUMAN SERVICES, MITCHELL-LACOSS LAND SOLUTIONS (PDS WEST)

City of Brea

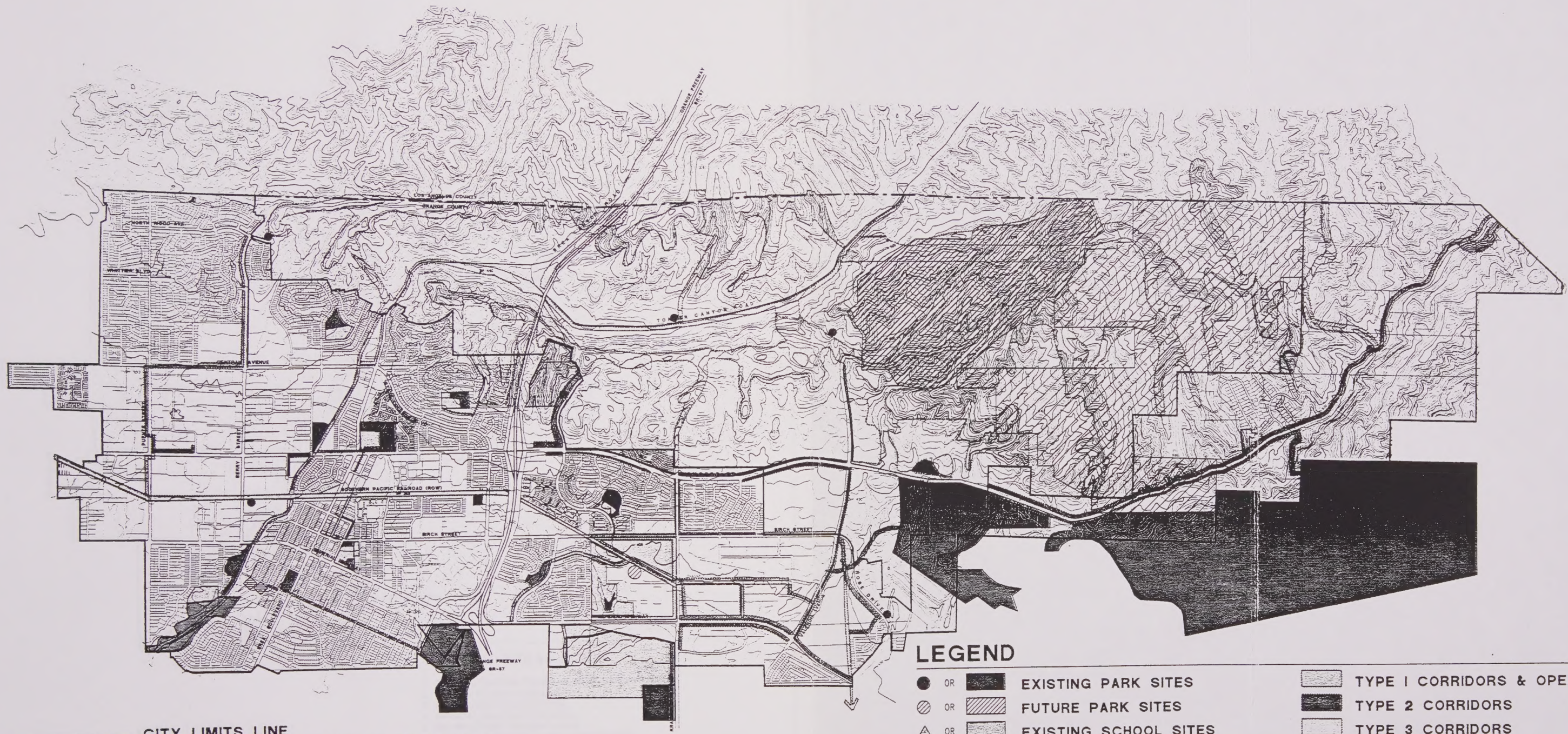
MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES

RECREATION SITES

MITCHELL-LACOSS
 LAND SOLUTIONS
 PDS WEST

PLANNING
 DESIGN
 LANDSCAPE ARCHITECTURE
 714-581-2112

OCTOBER 1, 1997
 SCALE
 1000' 0' 500' 2000'
 NORTH



—— CITY LIMITS LINE
 --- CITY SPHERE OF INFLUENCE BOUNDARY

LEGEND

- OR ■ EXISTING PARK SITES
- OR ▨ FUTURE PARK SITES
- △ OR ▩ EXISTING SCHOOL SITES
- OR ▪ FUTURE SCHOOL SITES
- OR ■ GOLF COURSES
- ▨ OR ▩ GOLF COURSE SITES SLATED FOR FUTURE HOUSING OR COMMERCIAL DEVELOPMENT
- ◇ OR □ PUBLIC FACILITIES

- ▨ TYPE 1 CORRIDORS & OPEN SPACE
- TYPE 2 CORRIDORS
- TYPE 3 CORRIDORS
- TRAILHEAD / STAGING AREA
- ▨ NEW ADDITION TO CHINO STATE PARK

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SOURCE: BREA MASTERPLAN OF PARKS, RECREATION, OPEN SPACE & HUMAN SERVICES, MITCHELL-LACOSS LAND SOLUTIONS (PDS WEST)

PARK & OPEN SPACE SYSTEM PLAN

City of Brea

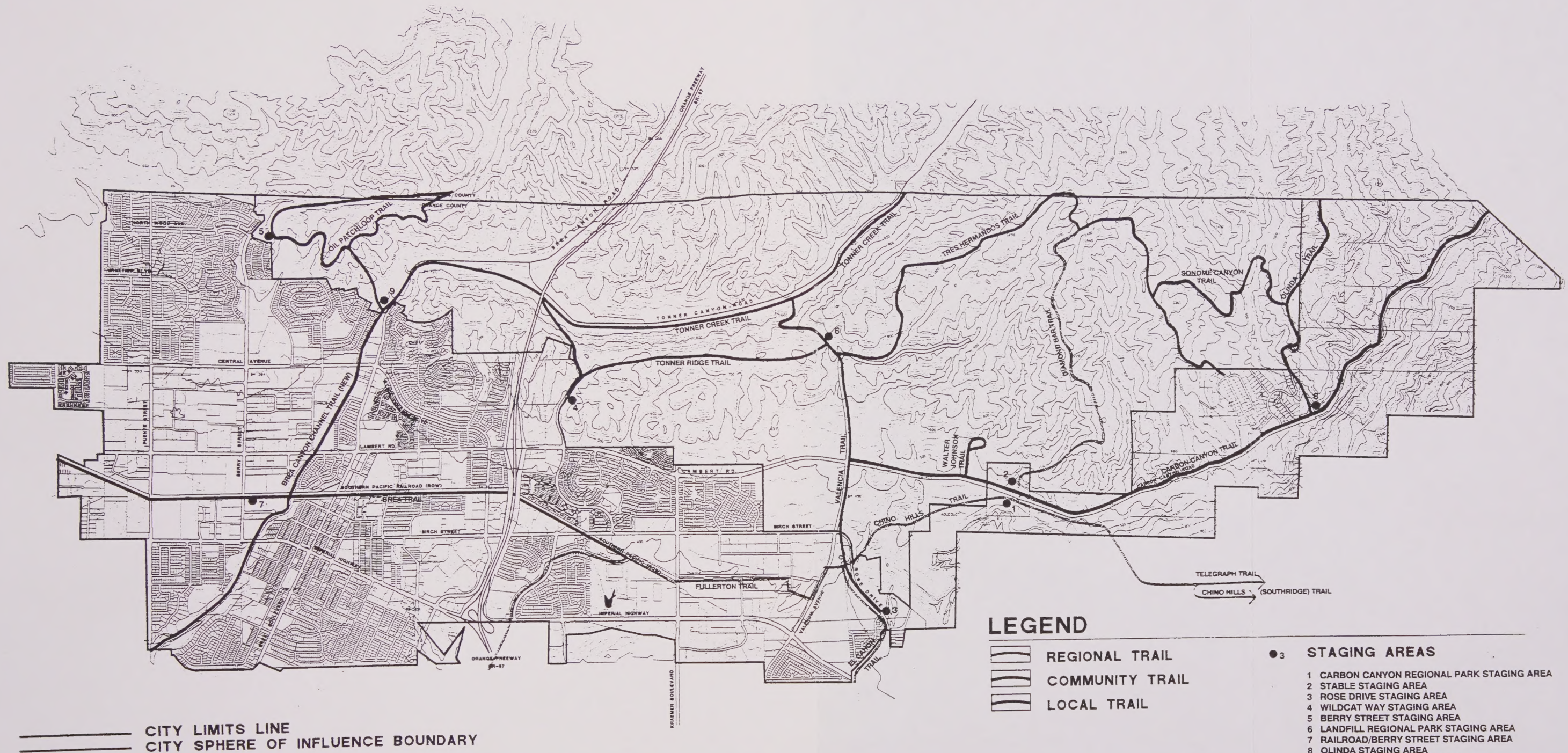
MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES

MITCHELL-LACOSS
LAND SOLUTIONS
PDS WEST

PLANNING
22802 El Toro Road
DESIGN
Lake Forest, CA 92550
LANDSCAPE
ARCHITECTURE
714-941.2112

SCALE
1000' 500' 0' 500' 1000' 2000'
NORTH

OCTOBER 1, 1997



LEGEND

- REGIONAL TRAIL
- COMMUNITY TRAIL
- LOCAL TRAIL

- 3 STAGING AREAS
- 1 CARBON CANYON REGIONAL PARK STAGING AREA
 - 2 STABLE STAGING AREA
 - 3 ROSE DRIVE STAGING AREA
 - 4 WILDCAT WAY STAGING AREA
 - 5 BERRY STREET STAGING AREA
 - 6 LANDFILL REGIONAL PARK STAGING AREA
 - 7 RAILROAD/BERRY STREET STAGING AREA
 - 8 OLINDA STAGING AREA
 - 9 BREA CANYON ROAD STAGING AREA

City of Brea

MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES

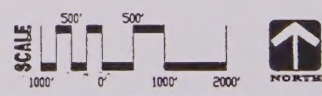
THIS MAP IS INTENDED TO GRAPHICALLY ILLUSTRATE THE APPROXIMATE LOCATION AND EXTENT OF THE SUBJECT INFORMATION. IT IS INTENDED FOR USE AS A MASTER PLANNING TOOL TO BE USED ONLY IN CONJUNCTION WITH THE CITY OF BREA MASTER PLAN OF PARKS, RECREATION, OPEN SPACE, AND HUMAN SERVICES.

SOURCE: CITY OF BREA RIDING & HIKING MASTERPLAN, WITH NEW TRAIL ADDITIONS AS PART OF THIS MASTERPLAN.

RIDING & HIKING TRAILS MASTER PLAN

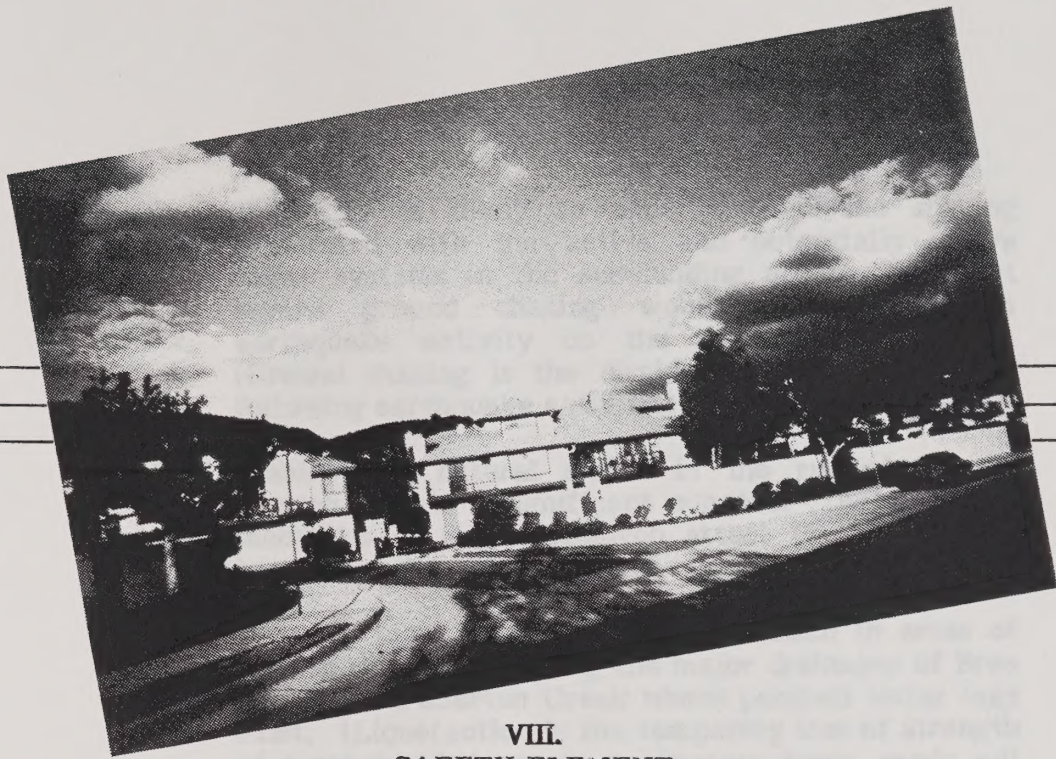
MITCHELL-LACOSS
LAND SOLUTIONS
PDS WEST

PLANNING
DESIGN
LANDSCAPE ARCHITECTURE
714-561-1111



OCTOBER 1, 1997

8. SAFETY ELEMENT



VIII. SAFETY ELEMENT

Introduction

This element of the General Plan is intended to establish information and guidelines which result in protecting the Brea community from any unreasonable risks associated with the effects of seismically induced hazards; other geologic hazards; flooding; wildland and urban fires, and hazardous wastes. This element also addresses items related to fire hazards such as evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures.

An inventory was compiled of seismic and geologic hazards and is presented in Section I of the Technical Appendix. In addition, an analysis was completed of potential flooding-related hazards in the future. Finally, information was obtained from the Fire Department to ascertain the current and future potential for fire hazards. The results of these inquiries provided the basis for identifying issues and opportunities related to the Safety Element.

Issues and Opportunities

From the analysis of technical information and legislative planning requirements the safety-related issues and opportunities were identified. These are summarized in the following list.

Issues

1. The City is likely to experience ground shaking associated with the active and potentially active faults systems in the surrounding area. The most severe ground shaking would be result from earthquake activity on the Whittier fault zone. (Ground shaking is the displacement of the ground following earthquake activity.)
2. Stability of natural slopes in the rugged Carbon Canyon area is a significant concern. The numerous landslides in Carbon Canyon attest to the stability hazards of this area.
3. There is some potential for liquefaction in areas of Carbon Canyon and along the major drainages of Brea Creek and Fullerton Creek where perched water may exist. (Liquefaction is the temporary loss of strength of a saturated, loose to moderately dense, sandy soil section due to ground shaking. Perched water is isolated water that is situated above the main water table.)
4. There is potential for erosion and slope instability related to stream activity along major canyons and drainage courses.
5. There is a remote possibility of dam failure at the Carbon Canyon Dam and at the Orange County reservoir.
6. There is a need for operational public facilities immediately after a natural emergency.
7. Fire Zone Four identifies hazardous fire areas in the planning area.
8. All major tributary courses throughout the City are areas of potential flooding.
9. Hazardous materials are transported through the City of Brea by truck and by rail.
10. There are several industrial and research facilities which store and/or use hazardous materials in their operations. The ten largest users of hazardous materials are listed in the Technical Appendix.

11. Union Chemical has the largest storage quantity of a single hazardous material, which is ammonia. Occasionally, there is a release of ammonia vapor from this facility. As yet, there has never been an occasion to evacuate anyone due to a leak.
12. Future development in the Carbon Canyon area will result in the need for additional public safety facilities including police, fire and paramedic services.
13. The Olinda Landfill is located just outside the Brea City limits in the Chino Hills.

Opportunities

1. There are existing data, including the Alquist-Priolo Studies, that can be used to identify and regulate seismic hazards.
2. The City has adopted Hillside Development Standards to protect the natural hillsides.
3. There is an inundation map to guide development in areas that would be affected by dam failure.
4. The City is in the process of revising the "Emergency Plan" which will establish evacuation procedures and an emergency operation center.
5. The City has a combined water storage capacity of 65 million gallons which provides an adequate water supply for firefighting purposes.
6. Assembly Bill 2185 (Waters Bill) was recently passed to authorize the establishment of area and business plans relating to the handling and release of hazardous materials. The intent of the bill is to establish statewide standards for plans that would contain information regarding the location, type, quantity and risks of hazardous materials stored, handled, used or disposed of which could accidentally be released into the environment. A synopsis of this bill is provided in the Technical Appendix. AB 2185 permits cities to adopt by ordinance more stringent regulations and to designate the City as the enforcing agency.

7. The California Highway Patrol has the authority over hazardous spills on State highways. Both the Highway Patrol and the California Department of Transportation have response teams for the containment of hazardous materials incidents. The railroad maintains a central dispatch office which monitors all lines. In the event of a hazardous materials incident, emergency response personnel would be dispatched to the site.
8. A risk analysis was recently completed by The Bechtel Corporation for the Union Chemical facility in Brea. The risk analysis and the company's emergency plan are on file at the Brea Public Library. As part of Union Chemical's annual maintenance program, the plant is shut down for several weeks while all equipment is inspected.
9. In the event of an emergency, the Brea Fire Department will receive aid from surrounding cities through an existing mutual aid agreement. For large-scale emergencies, assistance is available from the State Office of Emergency Services and from the Federal Emergency Management Administration.
10. The Brea Police and Fire Departments provided information for the development of the Carbon Canyon Specific Plan regarding safety requirements. All future construction must comply with Fire Department requirements regarding fire flows, the number and spacing of fire hydrants, building clearances and emergency access.
11. The Olinda Landfill accepts only Class II and Class III wastes. No sludge, liquid or hazardous wastes are accepted. All waste disposal activities are conducted in accordance with State performance standards.

Goals, Policies & Objectives

Providing a safe and healthful living environment for residents and workers of Brea has been a continuing commitment of the City. In this sub-section are presented the City's goals, policies and objectives for promoting a safe environment and directing the implementation of safety-related policies and programs. These statements are derived from the previous Safety and Seismic Safety Elements, the policies and practices of the City of Brea; State legislation; and implementation programs adopted by the City Council during the past decade.

Goals

1. Provide a safe and nonhazardous environment for the Brea community.
2. Minimize the potential for loss of life and property in the event of a seismic event.

Policies

1. To identify seismic and other geologic hazards.
2. To establish requirements for adequate construction in geologically hazardous areas.
3. To insure continuity of vital services following an earthquake.
4. To participate in regional emergency response planning.
5. To establish evacuation routes on a site specific basis pursuant to the Fire Department policies.
6. To require a road width of two twelve foot lanes (plus parking) for emergency access per requirements of the Brea Fire Department.

Objectives

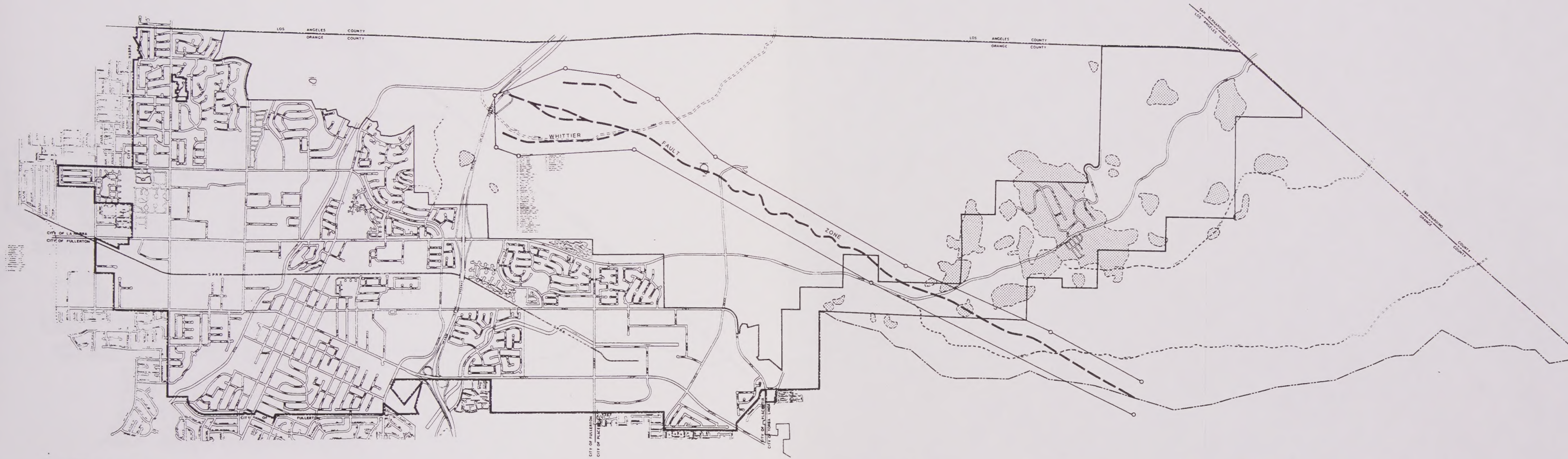
1. To complete revision of the City's "Emergency Plan" within a two-year period so that the plan becomes a more effective implementation tool. (The City has an Emergency Plan that meets all of the State Office of Emergency Services Guidelines. The plan is on file with the State, the County of Orange and the Red Cross.)
2. To complete an inventory of all businesses within the City that use hazardous materials and to update that inventory as needed.

Implementation: Action Programs

It is anticipated that the Brea planning area, including the City proper, Carbon Canyon area and Sphere-of-Influence, will experience seismic activity in the future. Planning and regulation can lessen the intensity and effects of seismic events. By utilizing regulatory tools to implement the policies of the General Plan, the City's actions may counter and reduce the anticipated impacts which have a probability of occurring. The implementation measures of the City of Brea are presented in the list below.

1. Relevant City codes and ordinances shall be evaluated and revised, as appropriate and necessary, to protect the Brea community from hazards resulting from seismically-induced events, flooding and fires. These codes and ordinances include the following: a) Zoning Ordinance; b) Uniform Building Code; c) Uniform Housing Code; and d) Uniform Fire Code.
2. Codes and ordinances regulating fire safety, hazardous housing, and inferior building conditions will be enforced and shall be continually reviewed and improved, as appropriate and necessary.
3. Site-specific geologic and geotechnical studies must be provided prior to construction in the Carbon Canyon area.
4. Site-specific geological and geotechnical studies should be provided prior to construction along the stretches of alluvial deposits in the major drainage courses.
5. Building should be controlled in possible inundation areas and/or flood waters should be controlled by structures engineered to withstand possible dam failure.
6. All new construction shall conform to the seismic standards of the Uniform Building Code.
7. Supplemental studies on the site-specific features of geology, seismicity and structural engineering should be provided for large or complex buildings and/or crucial facilities in order to adequately address geologic hazards.

8. Alquist-Priolo Special Studies for Fault Hazards requirements should be implemented for any construction within or near a fault zone to preclude building on an active fault trace.
9. A program of public information will be prepared so that residents and workers in Brea will have adequate information concerning seismic and geologic hazards.
10. Continue to implement Ordinance 731 which contains restrictions pertaining to roofs.
11. Continue to implement the Uniform Fire Code, 1982 edition, Appendix II-A which designates clearance requirements for structures in hazardous fire areas.
12. Continue to conduct Fire Department education programs for schools, industry, churches, civic organizations and homeowner groups.
13. Continue to conduct the Fire Department's regular inspection program of commercial and industrial uses.
14. Continue to conduct the Fire Department's quarterly inspections of identified hazards.
15. Continue to participate in the Federal Flood Insurance Program.
16. The Fire Department is currently preparing an inventory of all businesses within the City that use hazardous materials. This inventory will be the basis for a permitting process in conjunction with the Uniform Fire Code Hazardous Materials Permit.
17. Continue to utilize the Orange County Hazardous Materials Response Plan in the field. There are three hazardous materials service units in the County which provide assistance on a mutual aid basis.
18. Continue to respond, on a complaint basis, to hazardous substance releases.

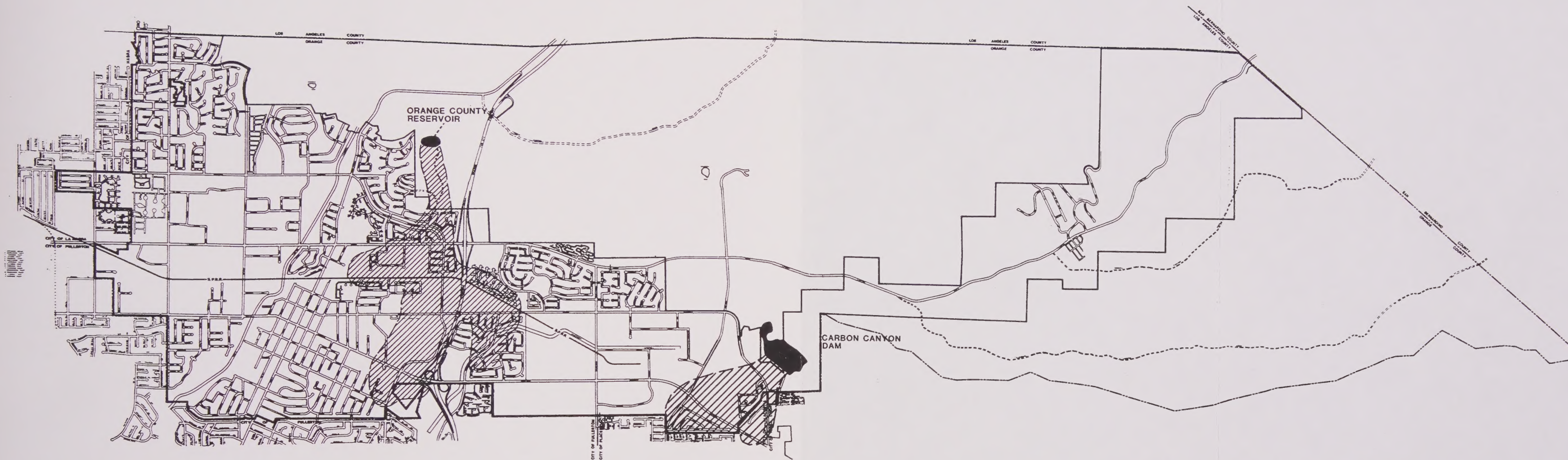


Fault Hazard Zone & Landslide Areas Map

SAFETY ELEMENT

CITY OF BREA

EXHIBIT 9



DAM SITE
AREA SUBJECT TO POTENTIAL
INUNDATION IN THE EVENT OF
DAM FAILURE

Dam Sites & Inundation Map SAFETY ELEMENT

CITY OF BREA



EXHIBIT 10

9. NOISE ELEMENT



IX. NOISE ELEMENT

Introduction

Existing and future developed areas of the City will be affected by the noise environment. The purpose of the Noise Element is to provide information on current and future noise levels in the City. This information then is used to identify the most suitable locations for various land uses, especially those that are particularly sensitive to noise impacts. The adopted Noise Element also will facilitate the enforcement standards and codes and thereby protect the health and well-being of the persons living and working in Brea.

Issues and Opportunities

Section J of the Technical Appendix contained an inventory and analysis of the current and future noise environment. Roadway noise is the most significant source of noise in the City; for this reason noise impact contour and tables have been prepared for the major roads and streets traversing the City. On the basis of the data included in the Technical Appendix and the legislative requirements several issues and opportunities have been identified.

Issues

1. Noise generated by vehicular traffic is the most significant noise source in the planning area.

2. Significant increases in vehicular traffic noise will result from continued development throughout the city. A greater portion of the population will be exposed to levels of 70 CNEL or greater if noise control measures are not implemented. (Current and future CNEL contour distances from roadway centerlines are presented in the Noise Impact Tables of Section J in the Technical Appendix.)
3. Schools, hospitals, rest homes and residential neighborhoods are the most noise sensitive land uses in the City.
4. Early morning truck traffic on arterials adjacent to residential areas (such as Lambert Road and Birch Street) has a greater potential for disturbing residents than automobile traffic.
5. Vehicular noise levels, current and future, are highest in proximity to the Orange Freeway.

Opportunities

1. Through the use of the noise impact contour maps and the Noise Impact Tables presented in Section J of the Technical Appendix, areas where site specific acoustical analysis should be required can be identified readily.
2. Since new construction must comply with California Administrative Code Title 25 structural sound control requirements, there will be a reduction of potential noise impact problems.
3. Enforcement of the noise related standards and codes will reduce periodic intrusive noises.

Goals, Policies & Objectives

This sub-section presents a statement on what the City's intends to accomplish for purposes of reducing unwanted noise. This statement then provides guidelines for the implementation of specific action programs, including codes and ordinances. These statements are derived mainly from the previous Noise Element, input of the Planning Commission and City Council during the course of several General Plan study sessions, and the subject areas included in the planning requirements for Noise Elements.

Goals

1. To minimize noise impacts to the people who live and work in Brea.
2. To control noise in Brea for the protection of the health and well being of its current and future citizens.
3. To maintain or reduce noise levels in noise sensitive areas.

Policies

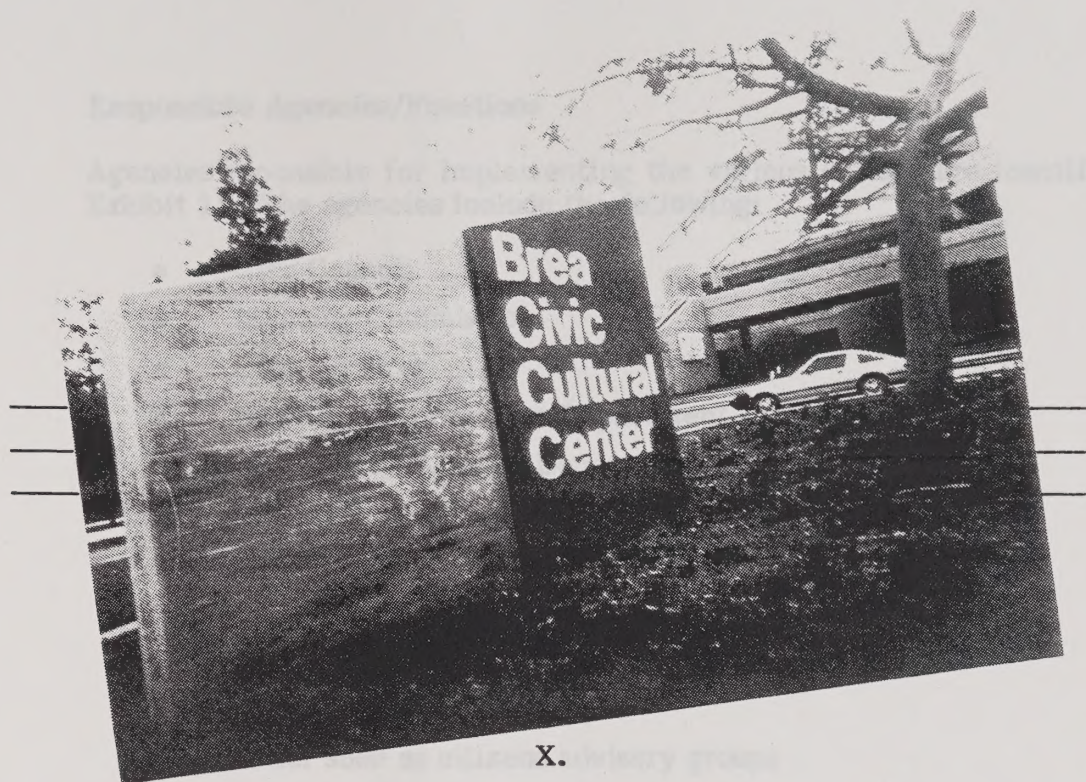
1. To reduce transportation noise by imposing traffic restrictions where necessary.
2. To identify potential land use conflicts and to determine where acoustical analysis/mitigation studies will be necessary through the periodic use of the noise contour maps and noise impact tables.
3. To evaluate the impacts of specific projects in the context of the cumulative noise impacts presented in the noise contour maps and noise impact tables.
3. To incorporate noise control techniques, as appropriate, in housing rehabilitation programs.
4. To require project applicants to reduce or buffer noise generated by a proposed development if it would otherwise create an unsatisfactory noise environment for adjacent properties.
5. To consider noise emissions when purchasing City equipment and services.

Implementation: Action Programs

1. In certain areas where arterials are adjacent to residential neighborhoods, truck traffic has been restricted.
2. Noise contour maps and noise contour tables have been developed (refer to Section J of the Technical Appendix.)
3. Noise standard and ordinances will be adopted by the City.
4. Development plans will continue to be reviewed by City Staff to identify potential noise/land use conflicts.
5. All projects will continue to be processed in accordance with adopted CEQA guidelines.
6. Policies and programs to reduce adverse noise impacts will be prepared for major roadways in the City.
7. In coordination with CalTrans, the City will prepare a phased program for the construction of block walls along the Orange (57) Freeway and other major roadways such as Imperial Highway and Lambert Road.

10. COMPOSITE IMPLEMENTATION
PROGRAM MATRIX

10. COMPOSITE IMPLEMENTATION PROGRAM MATRIX



X.

COMPOSITE IMPLEMENTATION PROGRAM MATRIX

Introduction

The purpose of this chapter is to establish a framework for guiding the implementation of the General Plan, especially during the next five-year time period. To achieve this objective the numerous implementation actions have been consolidated in a "composite implementation program matrix."

General Plan Elements/Implementation Actions

In the body of each element, a series of implementation measures and actions are recommended for purposes of achieving the goals, policies, and objectives of the General Plan. Following adoption of the General Plan by the Planning Commission and City Council, it will be necessary to initiate a series of action steps. The implementation actions for the following elements are presented in Exhibit 11:

- Land Use
- Circulation
- Housing
- Open Space and Conservation
- Parks and Recreation
- Safety
- Noise

Responsible Agencies/Functions

Agencies responsible for implementing the various actions are identified in Exhibit 11. The agencies include the following:

- City Council
- Planning Commission
- City Manager
- Development Services Department
- Community Services Department
- Maintenance Services Department
- Police Department
- Fire Department
- Redevelopment Agency
- School District
- Other such as citizens advisory groups

Major functions of each agency with respect to each implementing action are identified as follows:

1. Adopt as city policy
2. Recommend policies, priorities
3. Budget allocation
4. Capital improvements programming
5. Master, specific, area, special plans
6. Special studies
7. Environmental studies
8. Development Code and Manual preparation and amendment
9. Grants application
10. General Plan amendment and revision
11. Inter-agency coordination
12. Citizen participation/Advisory Committees
13. Staff input
14. Review

EXHIBIT 11
GENERAL PLAN
COMPOSITE IMPLEMENTATION PROGRAM MATRIX
(1986-1991)

<u>ELEMENTS AND IMPLEMENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
<u>LAND USE ELEMENT</u>											
1. Implement the Land Use Element	1	2		13						14	12
2. Prepare, adopt and implement a modern Development Code and Manual	1	2		8			13	13			
3. Implement the adopted land use categories for residential, commercial, industrial, open space/parks/recreation and public buildings and facilities				8 13	9		13	13			

<u>ELEMENTS & IMPLEMENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
9. Adopt and Implement Carbon Canyon Specific Plan	1	2	13	4	13	13	13	13	13	13	12
10. Adopt and Implement Towne Plaza Specific Plan	1	2	13	4	13	13	13	13	13	13	13
<u>CIRCULATION</u>											
1. Implement the Circulation Element/ Master Plan of Arterial Highways	1	2		11							
2. Complete improvements at 24 intersections as planned development occurs in the vicinity of the Brea Mall	3	14	3	4 13		13					
3. Include bus turnouts in public and private development projects (as feasible)				11 13							

<u>ELEMENTS & IMPLEMENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
4. Condition future industrial developments to provide pedestrian access		14		8				13			
5. Retrofit sidewalks along arterial Streets		14		8				13			
6. Develop program to mitigate traffic safety problems	1 3	2	9 13	4 5 9		13					

<u>ELEMENTS & IMPLEMENTATION ACTIONS</u>			<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
<u>HOUSING</u>													
1.	Enforce housing quality standards (e.g., Uniform Building Code)		13				14						
2.	Provide financial assistance to facilitate residential rehabilitation (e.g., low interest loans, deferred loans, investor-owner loans)		13				14			12			
3.	Protect existing affordable market rate housing		13				14						
4.	Preserve continued housing affordability			13					14				
5.	Evaluate the feasibility of a housing quality review service	1	2		13				14				
6.	Evaluate the feasibility of augmenting existing rehabilitation assistance through the affordable housing fund	1	2		13	14			13				

<u>ELEMENTS & IMPE- MENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV.</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE SERVICES</u>	<u>FIRE DEPT.</u>	<u>REDEV. DEPT.</u>	<u>SCHOOL AGENCY</u>	<u>DIST.OTHER</u>
7. Assure a variety of housing types through implementation of the Land Use Element and Zoning Ordinance on vacant and redevelopment sites			8 13								
8. Expand the availability of sites through inventories, rezoning and specific planning			8 10								
9. Assist in the development of affordable housing through resources of the Redevelopment Agency, housing cost reductions, and possible availability of excess public property			13		13						
10. Evaluate the feasibility of a "shared housing" program and "employment based" housing	1 2		14 13		14						

<u>ELEMENTS & IMPE-</u> <u>MENTATION ACTIONS</u>	<u>CITY</u> <u>COUNCIL</u>	<u>PLANNING</u> <u>COMMISSION</u>	<u>CITY</u> <u>MANAGER</u>	<u>DEV.</u> <u>SERVICES</u>	<u>COMMUNITY</u> <u>SERVICES</u>	<u>MAIN.</u> <u>SERVICES</u>	<u>POLICE</u> <u>DEPT.</u>	<u>FIRE</u> <u>DEPT.</u>	<u>REDEV.</u> <u>AGENCY</u>	<u>SCHOOL</u> <u>DIST.</u>	<u>OTHER</u>
11. Establish the most effective use of the affordable housing fund and prepare a budget and strategy plan	1	2		14					13		
12. Develop a modern Development Code and Manual which contributes to housing needs by assuring effective land use controls and development standards	1	2		8 13			14	14	14		
13. Allocate sufficient land to satisfy housing production needs				8 10 13							
14. Continue to promote equal housing opportunities				8					8		

- ### Open Space/ Observation Element for Managed Production of Resources

6-X

X-10

<u>ELEMENTS & IMPL- MENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
6. Protect the scenic and visual qualities along the existing Carbon Canyon Road and future Soquel Canyon Road per the Carbon Canyon Specific Plan				8							
7. Regulate signs within scenic corridors to avoid visual conflict	1	2		8							
8. Minimize grading to protect scenic and visual qualities along Carbon Canyon Road and future Soquel Canyon Road	1	2		8							
<u>PARKS & RECREATION</u>											
1. Renovate Arovista Park	1 3			13	9	13					
2. Develop a Sports Complex	1 3		13							11	12
3. Construct a restroom facility for Greenbrier Park						13					

<u>ELEMENTS & IMPE-</u> <u>MENTATION ACTIONS</u>	<u>CITY</u> <u>COUNCIL</u>	<u>PLANNING</u> <u>COMMISSION</u>	<u>CITY</u> <u>MANAGER</u>	<u>DEV.</u> <u>SERVICES</u>	<u>COMMUNITY</u> <u>SERVICES</u>	<u>MAIN.</u> <u>SERVICES</u>	<u>POLICE</u> <u>DEPT.</u>	<u>FIRE</u> <u>DEPT.</u>	<u>REDEV.</u> <u>AGENCY</u>	<u>SCHOOL</u> <u>DIST.</u>	<u>OTHER</u>
4. Implement measures included in Parks Recreation Matrix	1 3	2	13	13	13						

SAFETY

1. Evaluate and revise, as appropriate, codes and ordinances to provide protection from hazards result- ing from seismically- induced events, flooding and fires				8 13			14	13			
2. Enforce codes and ordinances regula- ting fire safety, hazardous housing and interim build- ing conditions				13				13			
3. Conduct site-specific geologic studies prior to construction in the Carbon Canyon area and along the stretches of alluvial deposits in the major drainage courses											6 10

<u>ELEMENTS & IMPE- MENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
4. Control building in possible inundation areas and/or flood waters to withstand possible dam failure				13							
5. Assure that new construction conforms to the seismic standards of the Uniform Building Code				8 13			14	14			
6. Assure that supplemental site-specific studies are completed for large or complex buildings and/or crucial facilities in order to adequately address geologic hazards											6 10
7. Alquist-Priolo Special Studies for Fault Hazards requirements should be implemented for and construction within or near a fault zone to preclude building on an active fault trace				8 13							

<u>ELEMENTS & IMPLEMENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
8. A program of public information will be prepared so that residents and workers in Brea will have adequate information concerning seismic and geologic hazards	1	2		13	13			13			
9. Continue to implement Ordinance 481 which contains restrictions pertaining to roofs, exterior combustible members, vents and chimney spark arrestors in hazardous fire areas								13			
10. Continue to implement the Uniform Fire Code, 1977 edition, Appendix E which designates clearance requirements for structures in hazardous fire areas								13			
11. Continue to conduct Fire Department education programs for schools, industry, churches, civic organizations and homeowners groups.								13			

<u>ELEMENTS & IMPE- MENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV. SERVICES</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE DEPT.</u>	<u>FIRE DEPT.</u>	<u>REDEV. AGENCY</u>	<u>SCHOOL DIST.</u>	<u>OTHER</u>
12. Continue to conduct the Fire Department's regular inspection program for commercial and industrial uses.								13			
13. Continue to conduct the Fire Department's quarterly inspections of identified hazards.								13			
14. Continue to participate in the Federal Flood Insurance Program				13							
15. Complete inventory of businesses with hazardous material				13				13			
16. Continue to utilize Orange County Hazardous Materials Response Plan	1			13				13			
17. Continue to respond to complaints of hazardous substance releases	1			13				13			

NOISE

<u>ELEMENTS & IMPL- MENTATION ACTIONS</u>	<u>CITY COUNCIL</u>	<u>PLANNING COMMISSION</u>	<u>CITY MANAGER</u>	<u>DEV.</u>	<u>COMMUNITY SERVICES</u>	<u>MAIN. SERVICES</u>	<u>POLICE SERVICES</u>	<u>FIRE DEPT.</u>	<u>REDEV. DEPT.</u>	<u>SCHOOL AGENCY</u>	<u>DIST.OTHER</u>
1. Restrict truck traffic in certain areas where arterials are adjacent to residential neighborhoods	1	2		6			13	13			
2. Use the noise contour maps and noise contour tables to identify the location of site-specific noise studies				13							6
3. Adopt noise standards and ordinances	1 2		13	13							
4. Review development plans to identify potential noise/land use conflicts			13								
5. Continue to process projects in accordance with the adopted CEQA guidelines			7 13								

LEGEND:

1. Adopt as City policy
2. Recommend policies, priorities and program
3. Budget allocation
4. Capital improvements programming
5. Master, specific, area, special plans
6. Special studies
7. Environmental studies
8. Development Code/Manual preparation and amendment
9. Grants application
10. General Plan amendment/revision
11. Inter-agency coordination
12. Citizen participation/Advisory Committees
13. Staff input
14. Review

11. GROWTH MANAGEMENT ELEMENT

11. GROWTH MANAGEMENT ELEMENT



XI. GROWTH MANAGEMENT ELEMENT

Introduction

Purpose and Intent

The purpose and intent of this Element is to provide that growth and development is balanced with the City's ability to provide an adequate circulation system pursuant to the requirements of the Revised Traffic Improvement and Growth Management Ordinance also known as Measure M. This Element strives to maintain and/or improve the quality of life in Brea.

History

On November 6, 1990, Orange County voters approved Measure M, the Revised Traffic Improvement and Growth Management Ordinance, which provided funding for needed transportation improvements. Measure M authorized the imposition of a one half cent retail sales tax for a period of twenty years effective April 1, 1991. A portion of the monies received from Measure M is to be returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects.

In order to qualify for these revenues, Measure M requires each City to comply with the Orange County Division, League of California Cities Countywide Traffic Improvement and Growth Management Program which was included by reference in the Measure M ordinance. This program states that each jurisdiction must adopt a Growth Management Element to its General Plan which includes the following sections:

- Traffic level of service standards;
- Development Mitigation Program;
- Development Phasing and Annual Monitoring Program.

The City's compliance with these component's is addressed in this Element.

Issues and Opportunities

The Growth Management Element contains policies for the planning and provision of traffic improvements that are necessary for the City's orderly growth and development and continued and/or improved quality of life. Under the Orange County League of Cities Growth Management Program, a city can designate whether it is a "developed" or a "developing" community. Developed cities generally need to address only traffic and circulation issues, and developing communities need to address a larger range of public services and facilities such as fire, police, flood control, and parks. As most of the public service facilities for the City have been constructed or are included in a Specific Plan, the City's Growth Management Element is developed on the basis of being a "developed" city. At such time as the sphere of influence area is annexed to the City, this Element may be amended to include public services and facilities other than transportation.

This Element is divided into six sections. Section I provides a statement of the purpose and intent of the Element and a brief history. Section II provides an overview of the Element and includes discussion of General Plan consistency and the implementation process. Section III provides a definition of terms used in this Element. The goals, policies, and objectives are stated in Section IV. Section V includes discussion of implementation programs for achieving the goals and objectives of the Element.

Consistency with Other General Plan Elements

A major goal of the Growth Management Element is to insure that the planning, management, and implementation of traffic improvements are adequate to meet the current and projected needs of the City. The Growth Management Element does not replace or supersede other General Plan Elements, such as the Circulation Element which also specifies goals and policies for transportation and circulation issues. Instead, the Growth Management Element addresses, amplifies and supports traffic standards and future development standards. Table I identifies Growth Management Policies in the existing General Plan by Elements. The Growth Management Element consists of goals, objectives

and policies to serve as a guide for the selection of mitigation measures and conditions of approval for projects processed in the City. Additionally, it provides a means of implementing the Master Plan of Arterial Highways.

This Element is the City's most current position on growth management policies. Consequently, although there is some overlap among the policies in other General Plan Elements, this Element is defined as the key resource document for growth management policies and issues.

TABLE I - GME

Growth Management Policies by Element

ISSUE AREA	POLICIES BY ELEMENT						
	Land Use	Circulation	Housing	Open Space Conservation	Parks and Recreation	Safety	Noise
Civic Rec/Cultural Facilities				12	1		
Transportation	2,3, 2,4	5, 10, 12	11	13		6	1
Public Utilities	2,2						
Development Mitigation		2, 3, 6, 7					2, 3
Development Phasing				6, 7			
Inter-Jurisdictional Coordination		1, 4, 8, 9, 11			4, 11		

Implementation Process

While this Growth Management Element provides a significant resource document for future growth management efforts, it is not the final action necessary to establish a comprehensive Growth Management Program for the City. Rather, the intent of the Growth Management Element is to establish the basic policy framework in the General Plan for future implementing actions and programs. In addition, future amendments to the Growth Management Element may be required to reflect the results of the implementation process.

Part of the implementation planning process is undertaken by the City in its involvement in the Growth Management Inter-jurisdictional Forum. The purpose of the GMA's was established under the guidelines of Measure M and is to enable local jurisdictions to discuss their mutual transportation concerns and coordinate improvements to the area transportation system.

State Highway System Impacts

It is recognized that the State Highways are a significant component of Brea's transportation system and, therefore, greatly influence the operation of the City's roadway system. The City is bisected by the Orange Freeway (SR 57), a major State Highway providing interregional access for the counties of Riverside, San Bernardino and Los Angeles. Imperial Highway (SR 90) as well as State College Boulevard are designated as superstreets by the Orange County Transportation Authority (OCTA). Carbon Canyon Road (SR 142) traverses the eastern portion of Brea providing access for San Bernardino County. Thus, this Element discusses the relationship of the State Highway system to the City's circulation system.

Impact of Freeway System on the Arterial Highway System

An Arterial Highway System is intended to support and serve existing and adopted land uses. It is part of a balanced transportation system which includes autos, trucks, buses, bicycles, and pedestrians. The arterial system provides for both through movement and a collector function. Major and Primary Arterial Highways are intended to accommodate the bulk of intra-regional traffic and complement both the freeway system and the local street network. Secondary arterials and commuter arterials serve mainly as collectors which move traffic from local streets to the Major and Primary arterial system.

The transportation problems in Brea stem primarily from the inadequate capacity in the freeway system to serve the travel demands placed on the system during the peak periods. As congestion continues to increase on the freeway system, more drivers utilize the arterial system, particularly those parallel to freeways, or arterials serving the same trip destination as the freeway. Consequently, some of these parallel arterials are becoming increasingly congested. This situation is of special concern on those arterials which provide access for the freeway system. In Brea, Carbon Canyon Road (SR 142) serves the same trip destination as the Riverside Freeway (SR 91) for residents commuting to work in the Orange County area from San Bernardino and Riverside Counties and the road is normally congested at peak hours. Brea Canyon Road, Brea Boulevard, and State College Avenue also serve as alternative parallel routes for the Orange Freeway (SR 57) during peak hours. Likewise, Imperial Highway (SR 90) serves as a major alternate route to the Riverside Freeway (SR 91) for through traffic from Riverside and Los Angeles Counties.

Definitions of Terms

For the purpose of this Element, the following terms are defined below:

1. **"Capital Improvement Program"** (CIP) shall mean a listing of capital projects needed to meet, maintain and improve Brea's adopted Traffic Level of Service and performance standards. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.
2. **"Comprehensive Phasing Program"** (CPP) shall mean a road and public facilities improvement and financing plan which responds to the level of service requirements in this Element. With regard to road improvements, a CPP must include level of service requirements and take into account measurable traffic impacts on the circulation system.
3. **"Critical Movement"** shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
4. **"Development Phasing Program"** shall mean a program which establishes the requirement that building and grading permits shall be approved or issued in a manner that assures implementation of required transportation and public facilities improvements. Brea shall specify the order of improvements and the phasing of dwelling units based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.
5. **"Deficient Intersection Fund"** shall mean a fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service Policy. This fund shall be used to implement the Capital Improvement Program (CIP).
6. **"Deficient Intersection List"** shall mean a list of intersections that: 1) do not meet the Traffic Level of Service Policy for reasons that are beyond the control of the City (e.g., ramp metering effects, traffic generated outside the City's jurisdiction) and 2) are not brought into compliance with the LOS standard in the most current Seven-Year Capital Improvement Program. Additional intersections may be added by the City to the deficient intersection list only as a result of conditions which are beyond the control of the City.
7. **"Growth Management Areas"** (GMA's) shall mean subregions of the County established by the City-County Coordination Committee (or successor) to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.

8. **"Growth Management Element"** shall mean the Growth Management element of the City General Plan as required by the Revised Traffic Improvement and Growth Management Ordinance (Measure M).
9. **"Interjurisdictional Planning Forums"** shall mean the Growth Management Areas as established by the Regional Advisory Planning Council.
10. **"Local Transportation Authority"** as currently designated by the Board of Supervisors shall mean the Orange County Transportation Authority.
11. **"Measurable Traffic"** shall mean a traffic volume resulting in a 1% increase in the sum of the critical movements at an intersection.
12. **"Measure M"** refers to the Revised Traffic Improvement and Growth Management Ordinance adopted by Orange County voters on November 6, 1990. The Measure authorized the imposition of a half cent retail sales tax for a period of 20 years effective April 1, 1991. The sales tax increase will be allocated to local Orange County jurisdictions for use on local and regional transportation improvements and maintenance projects.
13. **"Performance Monitoring Program"** (PMP) shall mean a comprehensive road improvement and financing plan which monitors the level of service requirements in this Element while taking into account measurable traffic impacts on the circulation system. This program will annually review the status of public and private roadway improvements associated with the Seven Year Capital Improvement Program and Develop Phasing Program to assure that the City is taking appropriate actions to achieve the Level of Service standards set for in this Element.
14. **"Regional Advisory Planning Council"** (RAPC) shall mean the Orange County appointed body which reviews regional planning issues.
15. **"Traffic Level of Service"** is a qualitative measure of the relationship between the volume and capacity of a roadway usually described by the letters "A" through "F" where LOS "D" is usually considered the least acceptable condition as an industry standard for traffic analysis purposes.

Goals, Policies and Objectives

Goals

The goals of this Element are to:

- Reduce traffic congestion; and
- To ensure that adequate transportation facilities are provided for existing and future residents of the City.

These goals shall be accomplished through implementation of the policies and programs set forth in this Element.

Policies

Traffic Level of Service

The Level of Service standard for traffic circulation in the City shall be LOS "D" for intersections under the sole control of the City. Certain intersections listed on the Deficient Intersection List (See Table II) are at LOS "E" or "F" as determined by traffic counts taken in 1992. These deficient intersections do not currently meet the City LOS of "D". Table III lists the intersections which are exempt from LOS "D" as they are not under the sole control of the City. The exempt list recognizes that Caltrans has final authority for implementation of improvements at these locations. While the intersections on the exempt list are not under the sole jurisdiction of the City of Brea, it is the City's intent to pursue improvements and other mitigation measures that will lead to attainment of the level of service standards. The City will utilize the authority it has to place conditions of approval on development and to cooperate with Caltrans toward implementation of improvements and mitigation measures. There is overlap between the two tables as some of the exempt intersections are currently operating below LOS "D."

In order to achieve LOS "D" it shall be the City's policy that, within three years of the issuance of the first building permit for a development project, the necessary improvements to the transportation facilities identified as adversely impacted, shall be completed. The City may consider establishing a Deficient Intersection Fund Fee on all development contributing measurable impacts to intersections on the Deficient Intersection List. This fee, if determined necessary, shall be approved by the jurisdictions in the GMA and locally administered as part of the City's Capital Improvement Program.

Achievement of the adopted Levels of Service standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial

roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway. Level of Service (LOS) will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority.

TABLE II

Deficient Intersections (Below LOS "D")

<u>Intersection</u>	<u>LOS</u>
Imperial Highway/State College Boulevard	"F"
Imperial Highway/Brea Boulevard	"F"
Imperial Highway/Berry Street	"E"
State College Boulevard/Lambert Road	"F"
Lambert Road/SR 57 Northbound	"E"
Lambert Road/SR 57 Southbound	"F"

TABLE III

Exempt Intersections

Imperial Highway/Puente Street
Imperial Highway/Berry Street
Imperial Highway/Brea Boulevard
Imperial Highway/State College Boulevard
Imperial Highway/SR 57 Northbound
Imperial Highway/SR 57 Southbound
Imperial Highway/Associated Road
Imperial Highway/Kraemer Boulevard
Imperial Highway/Valencia Avenue
Valencia Avenue/Birch Street
Lambert Road/SR 57 Northbound
Lambert Road/SR 57 Southbound

Development Mitigation

All new development shall pay for or implement its fair share of the street improvement costs associated with that development including regional traffic mitigation.

The City will continue to collect transportation impact fees already in effect within its boundaries as stated in the Master Environmental Impact Report and shall work with adjacent jurisdictions to determine appropriate levels of transportation impact fees within the Growth Management Areas. A Deficient Intersection Fund Fee may be assessed, if necessary, and there may be an update to the City's existing transportation fees. Any expansion or modification to the City's established transportation fees or the addition of new transportation fees would require formal adoption by the City or City/GMA before being implemented.

New revenues generated from Measure M shall not be used to replace private developer funding which has been committed for any project.

A Deficient Intersection Fund may be established by the City in cooperation with the other appropriate jurisdictions to make improvements on those intersections identified by the GMA as necessary to achieve the LOS standard established in this Element.

Development Phasing

New development in the City shall be required to establish a Development Phasing Program which phases approval of development by linking issuance of building permits for the appropriate portion of the development plan (by phase and/or number of units) to roadway improvements required to achieve the appropriate Level of Service in one or more of the following three ways determined during the development approval process: 1) linkage to construction of the designated improvement(s) by the developer, 2) linkage to construction of the of the designated improvement(s) by others, or 3) linkage to payment of the projects share of the funding for designated improvement(s) at a time certain designated by the City. The phasing plan shall include an overall build out plan which can demonstrate the ability of the infrastructure to support the planned development.

Annual Monitoring

The City shall monitor the implementation of the Development Phasing Program for each of its new development projects on an annual basis and prepare a report which indicates the status of development approval and the required traffic improvements and the relationship between them.

Interjurisdictional Planning Forums

The City shall participate in Interjurisdictional Planning Forum(s) as established by the Regional Advisory Planning Council.

Capital Improvement Program

A seven year Capital Improvement Program shall be adopted and maintained in conformance with the provisions of Measure M for the purpose of maintaining the Levels of Service established in this Element.

Balanced Community Development

Recognizing its role as one of North Orange County's major employment centers, and the fact that the City is about 98% built out, it is the City's policy to strive toward achieving a balance of land use whereby residential, commercial, industrial and public uses are proportionally balanced.

Transportation Demand Management

The City shall promote traffic reduction strategies through the measures adopted by its Transportation Demand Management Ordinance.

Objectives

Achievement of the above goals shall be measured by the following objectives:

- **Transportation:** The circulation system shall be implemented in a manner that is designed to achieve a Traffic Level of Service "D" or the current level whichever is farthest from LOS "A" except for those intersections which are impacted by factors beyond the City's control. (See Exempt Intersections-Figure 2)
- **Development Phasing:** Development shall be phased in a manner consistent with the Develop Phasing Program as identified in Section V.

Implementation Programs

Interjurisdictional Planning

The City will participate in Interjurisdictional Planning Forum(s) through the established Growth Management Areas. Brea is currently in Growth Management Area I which includes the following cities as well as Brea: Anaheim, Buena Park, Fullerton, La Habra, Placentia and Yorba Linda. These planning forums are intended to address cumulative traffic impacts and to coordinate improvements in transportation facilities.

Development Mitigation

A Development Mitigation Program shall be established as a process in which all new development pays its share of the mitigation costs associated with that development. Participation in development mitigation shall be required of all new development projects. The development mitigation requirements are identified in the project review and approval process and shall be done in such a way as to be consistent with and incorporate the direction of this Element. Development mitigation will also be coordinated through Interjurisdictional Planning Forums as appropriate to determine fees for Growth Management Areas where improvements are necessary to benefit an area larger than the development site and/or extending outside of the City's boundaries.

Development Phasing

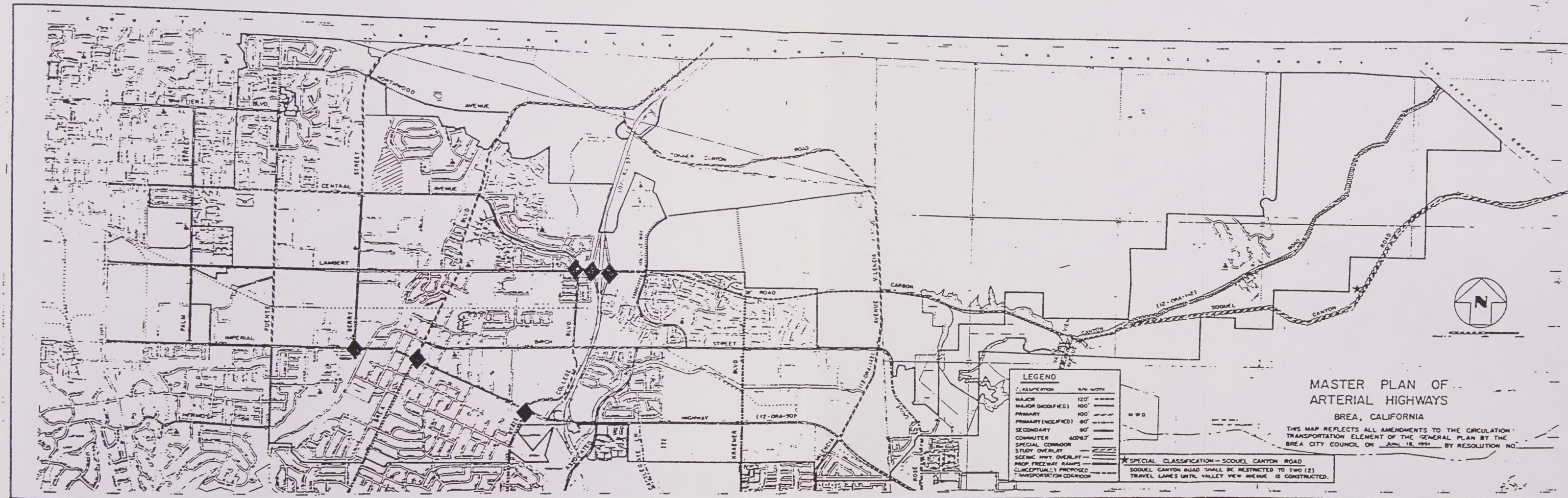
It is the City's policy to require a Development Phasing Program (DPP) for all new development projects. The City's Development Phasing Program is established to ensure that infrastructure is constructed as development occurs so that the provision of road improvements is in balance with traffic demand. The phasing program for new developments shall provide a reasonable lead time to design and construct specific transportation improvements for approved development projects. The City will establish a three year time frame as a guideline for the design and construction of required transportation improvements. The three year time frame shall commence upon the issuance of the first building permit for the project. The time frame for completion of project related improvements shall be incorporated into the phasing program for project approvals in conformance with current City procedures. This Development Phasing Program shall follow the same format and guidelines established by the City for Mitigation Monitoring as required under the California Environmental Quality Act (CEQA) for Environmental Impact Reports and Mitigated Negative Declarations.

Annual Monitoring

The City's annual Performance Monitoring Program (PMP) is intended to provide an annual evaluation of its development phasing plans. This program will review and evaluate the implementation of phasing plans which reflect conditions of approval for traffic improvements required as mitigation measures for the project. The monitoring program is intended to ensure that road improvements or funding are actually provided as required in order to determine whether development may continue. If the improvements or funding required have not been provided, development shall be deferred until compliance with the provisions of this program are achieved.

The monitoring program shall include an annual review of new development projects until all required improvements have been constructed. Traffic related mitigation requirements such as traffic demand management programs shall be continued in conformance with the provisions of project approved programs. The Development Services Director, or designee, shall be responsible for the preparation of this program.

MASTER PLAN OF ARTERIAL HIGHWAYS



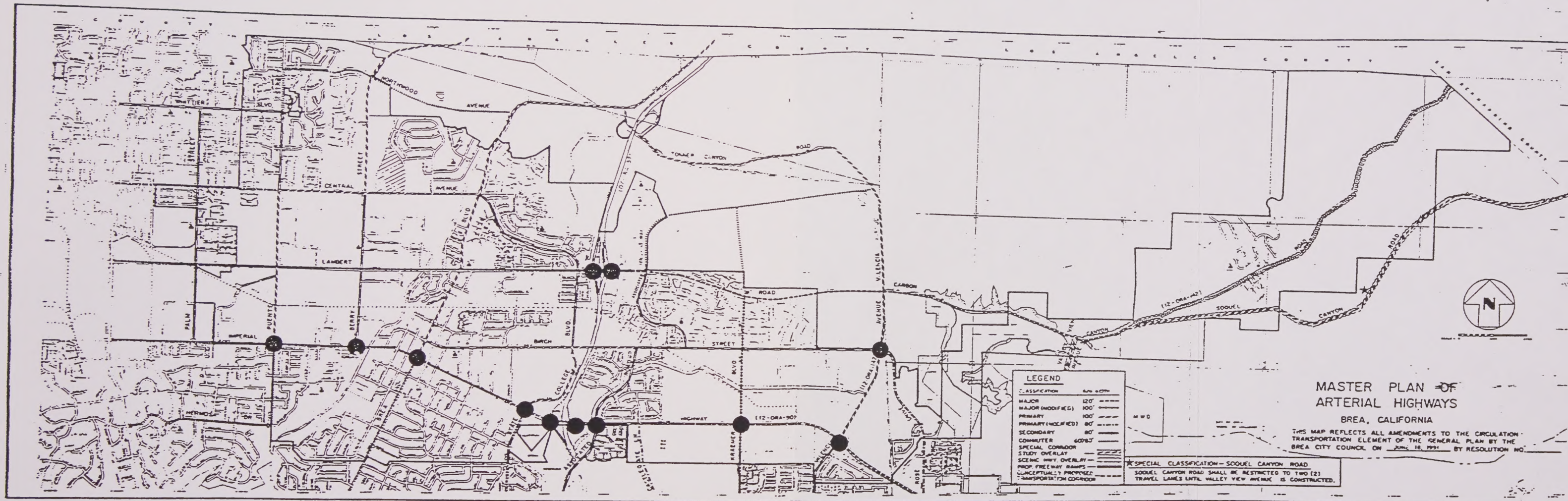
DEFICIENT INTERSECTIONS

LEGEND

◆ DEFICIENT INTERSECTIONS
(LOS BELOW "D")

FIGURE 1

MASTER PLAN OF ARTERIAL HIGHWAYS



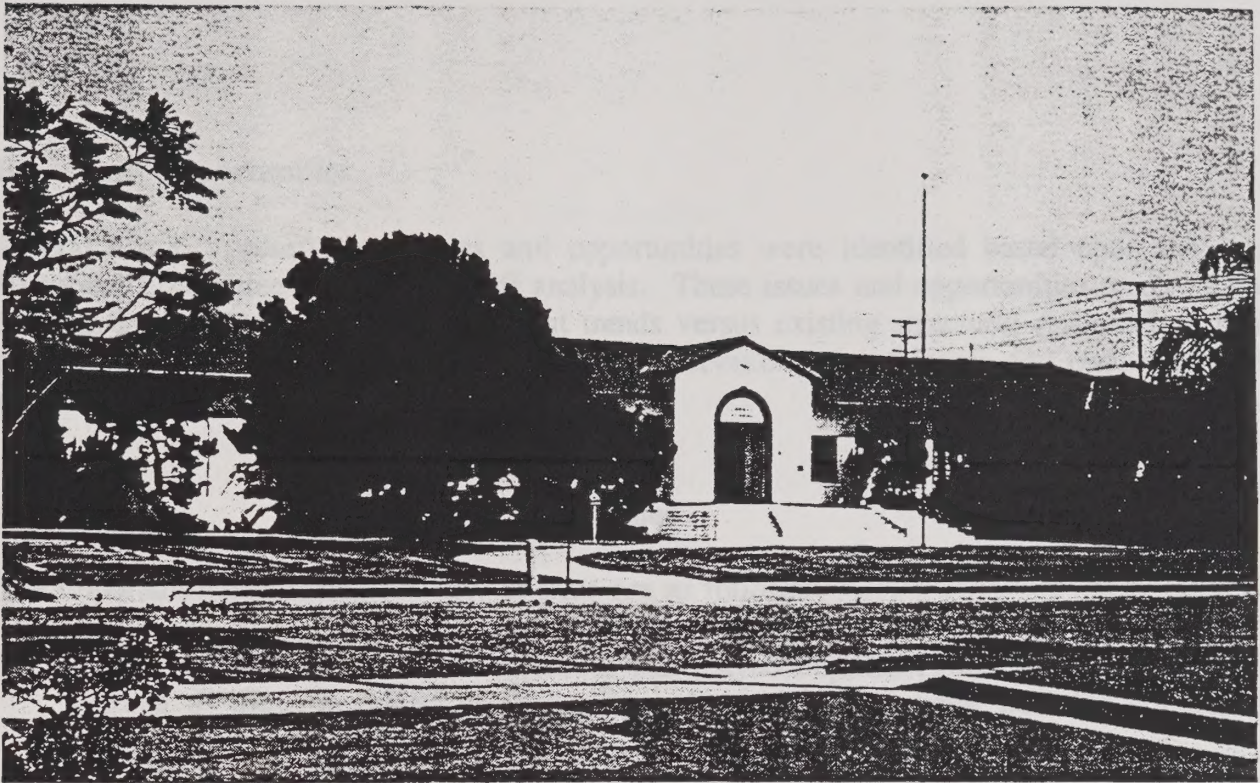
EXEMPT INTERSECTIONS

LEGEND

● EXEMPT INTERSECTIONS

FIGURE 2

12. HISTORIC RESOURCE ELEMENT



XII. HISTORIC RESOURCE ELEMENT

Introduction

Increasing interest in preserving historic resources in Brea led the City Council to establish a Historical Committee on September 19, 1989 (Resolution No. 89-125). The purpose of the Committee was to increase a level of awareness of Brea historic resources. As a part of the Historical Committee's duties and responsibilities, the Council had directed the Committee to establish policies to guide preservation of Brea's historic resources.

This Element is a product of the Historical Committee. It was prepared in recognition that Brea has a rich heritage that should be preserved. It is an optional element that is permitted by Section 65303 of the Government Code. This element establishes a broad framework for public and private participation in the protection and enhancement of Brea's historic identity.

From its early years as the oil production center of Southern California to the dynamic suburban community in the 90s, Brea has long been a unique city in Orange County. The distinctive historical qualities are embodied in its attractive bungalow neighborhoods. Changes in the community have prompted interest in maintaining these neighborhoods and other historic structures which give Brea its important sense of time and place.

Protection and enhancement of these historic resources offer a unique challenge. An understanding of their role in the development of Brea and of their potential as an economically vital part of the community is the first step toward making Brea's past a part of its future.

Issues and Opportunities

Several historic preservation issues and opportunities were identified based upon the Brea Historical Committee's input and Staff analysis. These issues and opportunities were derived from an analysis of existing development trends versus existing structural resources that are potential for preservation. A list of historic preservation related issues and opportunities is presented below.

Issues

The important issues facing the City of Brea are as follows:

1. Brea has significant historic resources that played important roles in its development. Some of these resources are not only individually noteworthy but also collectively important.
2. Brea has neighborhoods that are basically the same as they were when they were first constructed. These neighborhoods, along with individual structures and landmarks that are architecturally significant, may have the potential for listing in the National Register of Historic Places, State Historic Landmarks, and local historic register.
3. There is difficulty in maintaining the character and integrity of existing historic structures at their locations.
4. Efforts to preserve and protect historic structures have been hindered due to development pressures. There is potential conflict between economic development and historic preservation.
5. Disincentives are built into existing codes and policies that discourage continued preservation of older buildings.
6. Little or no financial incentives exist for rehabilitation of historic structures.
7. Articles and documents related to the history of Brea are not easily accessible.
8. There is little awareness that today's activities become tomorrow's history.
9. There needs to be more awareness of Brea's history among its residents.

Opportunities

1. Brea is currently pursuing a historic preservation and awareness program through its Historical Committee.
2. Based on the number of historic resources that exist, there is the potential for establishing historic district overlay zones and for listing historic structures in the National Register of Historic Places, State Historic Landmarks, and local historic register.
3. Craftsmanship and unique materials which cannot be duplicated are exemplified in many of the older buildings.
4. Due to increasing new construction costs, use of older buildings offer potential economic benefits.
5. The preservation of Brea's unique heritage can be aided by increased concern and changing attitudes.
6. There is the opportunity to develop appreciation for Brea's history through educational programs.
7. Increased awareness of Brea's cultural heritage can foster community and neighborhood pride and thus improve property values.
8. There is the potential to involve service groups/clubs and the community in general in preservation of Brea's history.
9. There is the opportunity to develop continuous maintenance and accessibility to historic landmarks and structures.
10. Potential archeological sites should be investigated in the Canyon areas.

Goals, Policies, and Objectives

This sub-section presents the goals, policies, and objectives of the City as they pertain to the management of historic resources, and it provides direction for future implementation of historic resources management.

Goals

1. Preserve historically significant landmarks and/or sites, individual structures, objects, and neighborhoods and encourage appropriate rehabilitation.
2. Promote a greater sense of historic and cultural awareness.
3. Encourage public and private participation in the preservation of Brea's history.
4. Develop an understanding that today's activities becomes tomorrow's history, and develop a sensitivity to help guide future generation in preservation.
5. Establish a historic museum/interpretive center.

Policies

1. Historically significant structures are irreplaceable resources. Preservation should be a key consideration.
2. Historic districts should be created for areas with concentration of historically and architecturally significant structures.
3. Individually significant structures should be designated.
4. A historic review process should be incorporated in the development review process.
5. Structures eligible for listing in the National Register of Historic Places and/or the State Historic Landmarks, the County, and/or the local historic register should not be demolished until all reasonable and feasible alternatives for saving them have been explored.
6. All development and rehabilitation affecting historic structures, landmarks, and objects should be reviewed in terms of both site and building design.
7. New development in proximity to designated historic structures and neighborhoods should be designed to ensure compatibility with the characteristics of the designated historic structures.
8. Active resident participation in the maintenance of the quality and character of the historic neighborhoods should be encouraged.

9. Recycling and re-use of existing historic structures through incentive programs should be encouraged.
10. Funding alternatives for rehabilitation and restoration of historic structures should be developed.
11. Preservation of archeological sites in the Canyon areas should be sought.

Objectives

1. Adopt a historic resource ordinance.
2. Establish historic districts and/or landmarks.
3. Establish a local historic register prior to adopting a historic resource ordinance.
4. Establish City guidelines specifying procedures for review of historic structures' rehabilitation and restoration.
5. Establish a program for identifying and preserving historic documents pertaining to Brea's history.
6. Advertise major historic events and encourage community participation.
7. Document present structures for potential future preservation when updating the local historic register.
8. The City could establish (1) an archival museum to house artifacts, memorabilia, official city archives, photographs, etc., (2) an educational and/or tour museum in the Downtown area, and (3) an oil/citrus museum in the Canyon areas.

Implementation: Action Programs

1. Adopt a historic resource ordinance to implement the goals and policies of the Historic Resources Element that will ensure an active commitment to the preservation of cultural and historical resources.
2. Adopt criteria for local listings of historic structures and adopt a local historic register that shall be updated to include appropriate structures which meet the local listing criteria.

3. Adopt design guidelines and incorporate a review process to assist property owners in rehabilitation, maintenance, and restoration of historic structures.
4. Adopt incentive programs to encourage property owners to maintain and/or restore historic structures.
5. Maintain a list of financial sources that are available for property owners for appropriate rehabilitation of historic structures.
6. Establish a program for maintaining and preserving records and/or documents pertaining to the City of Brea's history.
7. Work with the local historical groups to promote a historic and cultural awareness program for Brea residents.
8. Work with local public and private groups to encourage their participation in the preservation of Brea's history.
9. Review archeological studies for documentation or for possible preservation of archeological sites/artifacts.

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